

Navy News

MAY, 1977 5p

Who will
get this
medal?



The Silver Jubilee Medal, to be issued as a personal award from the Queen to members of the Crown Services and to others, will have a watered white ribbon, which will have a central stripe of cardinal red with Garter blue stripe on either side. There will be a finishing edge of cardinal red at either side. Only three in a hundred in the Royal Navy will receive the medal. See full story in Page 40.

Peak performance!

Royal Navy photographers aren't often called on to take pictures of generals autographing Scouts' caps.

But when PO(Phot) Stuart Wood did just that, he made such a good job of it that he won the open class of the Army's prestigious 1977 photo contest.

Stuart's picture of Lieut.-General Sir John Archer, Commander British Forces Hong Kong, beat entries submitted not just by Army photographers but by newspaper journalists throughout Britain.

It was taken at a Scout Camp at Sek Kong in the New Territories using a Hasselblad fitted with an 80mm lens and set at a 60th of a second at "about F5.6."

Stuart, 29, is serving with the Joint Service Public Relations Staff in Hong Kong — and our picture of him with his award-winning photograph on Hong Kong peak makes this a real tri-Service triumph. It was taken by R.A.F. Sergeant Brian Lawrence.



'TOP HER UP'

"Topping up" with fuel and food during a deployment which took her to the Caribbean as Dartmouth training ship is H.M.S. Fearless. In the replenishment at sea operation as the ships neared Barbados she received stores and provisions by heavy jackstay from the stores support ship R.F.A. Stromness (top) and fuel from the fleet tanker R.F.A. Tidespring. The Fearless later returned to Devonport. See Page 17.

Photo: LA(Phot) Don Sidebottom.



AYE, AYE, THAT'S YOUR LOT!

The "package" created by the Forces Phase 2 pay increase and the 1977 Budget tax concessions, offset by increases in food, accommodation and other charges, should leave most sailors with a little more in their pocket — but in some cases it looks like being a close-run thing.

In recommending the maximum allowed under pay policy, the Review Body on Armed Forces Pay comments

forcefully on "distortions and anomalies" which have arisen, saying they see restoration of freedom to remove these as essential.

The Secretary of State for Defence (Mr. Fred Mulley), saying that he knows the net

result will be disappointing to the Forces, stated that the Government hoped it would be possible to put right, under future stages of pay policy, distortions which had been produced in some pay structures in the professions, industry and other occupations.

The Government has approved the Review Body's report that from April 1, 1977 a supplement of five per cent. of total earnings, subject to a cash minimum of £2.50 for those who earn less than £50 a week and a cash maximum of £4 for those who earn more than £80, should be paid.

This applies to those over 17½ and up to the rank of captain. Those below 17½ will receive supplements in the range £1.68 to £2.03 weekly.

(Continued in Back Page)



THE INVINCIBLE SPLASHES OUT

First of the Royal Navy's anti-submarine cruisers, H.M.S. Invincible, was being launched by the Queen at the Barrow-in-Furness yard of Vickers Shipbuilding Group on Tuesday, May 3.

When completed, the Invincible, biggest ship launched for the Navy since the 1950s, will have a standard displacement of 16,000 tons. At the naming and breaking of the traditional bottle of "native wine" against the stern, about 12,500 tons of hull were being released into the water.

The new warship, which will have a complement of about 1,000, has been designed to operate the Sea Harrier and Sea King helicopters. To mark her launch, a flight of three Sea Kings from 819 squadron were flying over after she was waterborne, with a Hawker Harrier following in salute.

The Invincible will be propelled by twin screws driven by the marine version of the Rolls-Royce Olympus gas turbine engine. Building on the Tyne is the second ship of the class, the Illustrious, while a third has yet to be ordered.

Hitch delays Group mail

Families of sailors in ships on the Group Five deployment, operating in South American waters, started to ask questions in a number of places — including Family Welfare and the new Sailors' and Families' Advice Bureaux — as time passed with no letter from Dad.

Inquiries disclosed a hitch somewhere along the line — "technical difficulties" Navy News was told — with the result that mail, although landed from ships, was in some cases subject to a week's delay before starting its journey home.

Mail landed on April 9 arrived in London on the 13th, but batches landed on April 15, 16 and 18 failed to leave until the 23rd, arriving in London two days later. An example from the Navy News

postbag shows that letters written in two of the frigates on April 10 and 11 were not postmarked London until the 25th, and arrived in the office next day — more than a fortnight after being written. It is possible, however, that at least one of the frigates fared a little better.

The Navy is keen to say sorry it happened and to stress that none of the delay occurred at the British end. No aspersions whatever are cast on the G.P.O. or the Forces Postal Depot at Mill Hill (which in any case does not handle incoming mail).

Meanwhile, Mill Hill have had their own problems coping with outgoing mail during the industrial trouble at Heathrow. Despite the difficulties they report plenty of co-operation and, hopefully, very few delays in getting the mail through.

DRAFTING THE SUPPORTERS' CLUB

This month it is the turn of the support branches, namely the Supply, Secretariat, and Medical categories, to grace the columns of Drafty's Corner. Before summarising the current drafting and advancement scene in each of the branches concerned it is worth mentioning some matters which apply to more than one branch.

First, the integration of W.R.N.S. and Q.A.R.N.N.S. into the R.N. drafting organization which occurred last year now means that in virtually all branches the W.R.N.S./Q.A.R.N.N.S. are drafted by the same desks as their R.N. counterparts. The exceptions are those branches which have no male equivalent (Education Assistants, Quarters Assistants, Training Support Assistants, and Welfare Workers) who are looked after by the section handling the drafting of Wren Writers. The benefits of this arrangement are already apparent, in particular, the ability to spread the total man (and woman) power to best advantage where a branch is in shortage and the controlled exchange of jobs between R.N., W.R.N.S. and Q.A.R.N.N.S. ratings to provide a better range of experience.

The term "controlled exchange" is used advisedly as we have to bear in mind a range of factors, such as the need to keep the sea/shore balance right for the men and the availability of accommodation for the girls.

Another matter which deserves a mention is the problem of the first sea draft for those ex Part IV training. Regrettably the restricted number of billets at sea dictates that if all ratings are to go to sea as soon as possible after completing their Part IV training the length of the first sea draft must be limited to about 18 months. While it may be possible to extend this period because of some special factor, for example, the fact that the ship spent a lot of time in refit, in general Drafty has to stick to this figure. By all means ask (on Form C240) if you want an extension, but do not be too surprised if Drafty cannot approve it.

Next, the shortage of FCPOs in certain branches (notably Steward and Cook). These shortages are not because we do not have CPOs who possess the necessary high professional, personal and managerial qualities, but because of a lack of such ratings who possess required educational qualifications. As an example, at the last Fleet Chiefs' Selection Board there were four vacancies for Fleet Chief Cook and not one educationally-qualified candidate. The result — no promotions.

The message is clear — start working for your G.C.E.s early. As the old GI used to say, "Them what is keen gets felled in previous!"

Now to turn to specific branches

WRITER

The branch is up to strength and in general there are no drafting problems. However, by the nature of things there are only a limited number of sea billets for most rates and particularly at leading rate. Additionally, the wide field of employment for Writers ashore can often mean that an individual's experience and/or ability to keep up to date in depth with all aspects of his job has been restricted. In recognition of this a five-day P.J.T. at R.N.S.S. has been introduced for all PO Writers drafted to frigates (and leading writers detailed to Type 21s). A place on a P.J.T. will be reserved by H.M.S. Centurion and details are shown on the relevant draft order.

STORES ACCOUNTANT

The present surplus at able rate is expected to decline gradually and in the meantime a number of SAs are being used to make up for the shortfall of Stewards in the S and S share of communal duties and also in "General" billets (such as security duties) in establishments.

Stores Accountants at all levels are still being employed in Catering jobs and this will continue until the Catering Branch builds up to full strength. In this connection do not forget that the avenue of transfer to the Catering Branch is still open at present although it is not clear how much longer this will be open to the SA Branch (including W.R.N.S.). DCI(RN) S27/75 explains the rules and the necessary qualifications.

On the advancement front the news is not promising. The total number of CPOs and POSAs allowed has been reduced as part of the overall review of manpower requirements being conducted by MOD(N) and announced in DCI(RN) 112/77.

Such reductions are being applied to many branches and the effect is often being aggravated by the high rate of re-engagement for pension at the present time. In particular, the result in the Stores Branch will be that there will be fewer vacancies for CPOSA and those currently on the roster for POSA will regrettably have longer to wait for a B13.

DRAFTY'S CORNER

CATERER

The branch is still building up and transfers from Cook, Steward, and SA still continue at the leading and petty officer rates. Wrens in these branches can also transfer at petty officer level.

There is still a shortage of CPOCAs and POCAs and a number of sea jobs are being filled by senior rates of the Stores branch. This ensures that all Caterers have a guaranteed minimum time ashore between sea jobs.

The first of the CAs who joined the branch on entry have now passed their PPE for LCA and can expect to have B13s issued in the near future. Similarly a few LCAs have passed the PPE for POCA and clearly it will not be long before the branch becomes self supporting. At the appropriate stage branch transfers from SA will be stopped although transfer from Cook and Steward will continue to an extent to provide an avenue for SD promotion.

COOK

The branch is in surplus at able rate and while a proportion of this overbearing is being employed to cover a shortage of Wren Cooks, an increasing number of Cooks can expect to find themselves drafted to a General billet such as sentry on the Main Gate or perhaps in the Buffer's party. We plan to limit the duration of such drafts so that the individual's professional skill does not become rusty.

Manpower cuts and a larger number re-engaging for pension have had their effect on the roster for PO Cook which presently has a waiting time of approximately four-and-a-half years. While this

may seem a long wait, don't forget that you can shorten it by earning high merit point totals on each half-yearly recommendation for advancement. The higher the score the better the chance of overtaking others on the roster and reducing your wait for a B13.

STEWARD

There is still a relatively large underbearing of junior rates in the branch and with the need to keep ships fully manned the young Steward can only expect a short time ashore before returning to sea. The turbulence and shortages are being felt in shore establishments and regrettably, we are also short of Wren Stewards (O) so help from that direction has not been possible.

It is pleasing to see the good number rated Leading Steward recently mainly due to improved NAMET scores. Why wait until you pass the PPE before working for your NAMET? Start now.

MEDICAL

The MA branch has underbearings at able and CPO rate. The stumbling block to CPOMA is the examination and in view of the present high failure rate the matter is being studied to see which of the various possible actions would improve the situation.

The MT branch has large shortages of first, second, and third-class rates and these shortages are also reflected within the range of specialist qualifications.

As stated earlier, Q.A.R.N.N.S. drafting has been integrated and is now handled in the section responsible for all Medical branches. The responsibilities of the Superintending Sister Q.A.R.N.N.S. have been widened so that she is now responsible for all Medical drafting (including the W.R.N.S. dental ratings). In the near future all nurses will be required to complete Drafting Preference Cards so that the full benefit of the drafting procedures can be applied to them. Detailed instructions about this will be issued to all units concerned shortly.

GERMAN 'TOT' FOR JACK

Units of the 8th Frigate Squadron — H.M. ships Berwick, Plymouth, and Rotherham — were joined by H.M. submarine Oracle for a four-day visit to Bremerhaven, West Germany, where the Mayor upheld a local tradition by presenting each member of the ships' companies with a small bottle of rum.

The Federal German Navy, which hosted the visit, arranged trips to Bremen and Hamburg and also to the East / West German boarder. After the visit the frigates joined the Squadron leader, H.M.S. Ajax, and sailed to the Clyde exercise areas.

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

LROW), D.J. Albon, Signal Training Centre, H.M.S. Drake, Devonport. Drafted to H.M.S. Fife, May 16. Will swap for any Plymouth ship or shore base.

LCK, P.N. Allen, E12 Mess, H.M.S. Daedalus, Lee-on-Solent. Drafted to H.M.S. Ark Royal, August 30. Will swap for any Portsmouth frigate.

SA, J.B. Baker, 238 Mess, Achilles Block, H.M.S. Raleigh, Torpoint, Cornwall. Drafted to H.M.S. Aurora (Devonport), June 13. Will swap for any Portsmouth refit ship.

LSM), A. R. Barber, 2H Mess, H.M.S. Gurkha. Will swap for any Portsmouth ship. LSK), N. E. Baring, 3E Mess, H.M.S. Arethusa, Portsmouth. Due sea trials and work-up, Portland. Will swap for any Plymouth ship.

REMI, D. S. Beck, H.M.S. Cochrane, Rosyth. Will exchange for any Portsmouth or Chatham shore base.

LROG), C. R. Ball, 4 Mess, H.M.S. Cleopatra. Due Far East deployment. Will swap for any Plymouth ship.

AB(S), M. Cameron, S/Coy Block, H.M.S. Caledonia, Rosyth. Drafted to H.M.S. Scylla (Chatham), August 30. Will swap for any Devonport Leander.

LMEM, A. J. Casson, 9 Mess, H.M.S. Zulu. Due Far East deployment. Any swap considered.

IREM, A. Elliott, W/T Castlehill, Rosyth. Drafted to H.M.S. Hermione, September. Will swap for any other ship or establishment.

AB(R), C. P. Challen, H.M.S. Dryad. Swap for any Portsmouth ship in long refit or due long refit soon, or any Portsmouth shore establishment. Replies to 38, Manor Park Avenue, Copnor, Portsmouth.

LOEM, A. Forster, F.M.G., H.M. Naval Base, Portsmouth. Due to join H.M.S. Hecla, July 4, for 2½ years. Will swap for any large ship.

PO(R), B. Gauntlett, POs Mess, H.M.S. Hardy. Drafted to H.M.S. Newcastle, joining in Newcastle for completion of building and then trials. Portsmouth based. Will swap for any Portsmouth ship in Second Frigate Squadron.

MEMI, P. J. Geary, 3M1 Mess, H.M.S. Tiger. Due Far East Deployment. Will swap for any Portsmouth ship on Home Sea Service.

LMEM, AMC(SBD), J. Giles, 30, Ashburton Road, Southsea, Hants. Drafted to H.M.S. Hecate, August 2, for 2½ years. Will swap for any Portsmouth survey vessel.

LROG), W. Gillingham, Signal Training Centre, H.M.S. Drake, Plymouth. Drafted to H.M.S. Norfolk, August 1. Will swap for any Devonport ship.

NAI, S. Hall, 1PZ1 Mess, H.M.S. Blake. Will swap for H.M.S. Gannet.

LCK, D. Hatch, 36, North Path, Rowner, Gosport. Drafted to H.M.S. Gurkha, Rosyth, September 16. Will swap for any Portsmouth ship or shore establishment.

ROZ(G), D. Hudspeth, H.M.S. Eastbourne (Rosyth). Will swap for any ship on H.S.S. operating from Portsmouth, Devonport, or Chatham.

AB(R), S. Hurst, H.M.S. Intrepid. (Long refit, Portsmouth). Will swap for any Devonport shore base or refit ship. Replies to Saumarez Block, H.M.S. Nelson, or ring Intrepid on ext. 22460.

LSA, K. Johnson, 820 Naval Air Squadron, R.N.A.S. Culdrose (tel: ext. 7159). Will swap any Devonport frigate.

ROZ(G), P. Johnson, Saumarez Block, H.M.S. Nelson. Drafted to H.M.S. Bristol in major refit, Portsmouth. Will swap for H.M.S. Tiger or any other ship due for world deployment.

LS(R), E. Johnstone, 2N Mess, H.M.S. Zulu. Due Far East deployment. Will swap for any Rosyth ship.

OEMI, D. Leen, 129 Mess, H.M.S. Cochran, Rosyth. Drafted to H.M.S. Antrim, August 22. Due Portsmouth refit. Will consider any foreign draft.

ROZ(G), C. Levy, R.N./R.A.F. Comcen, Mount View, Plymouth. Drafted to H.M.S. Arethusa, July 4. Will swap for any Plymouth ship.

A/LSRD, P. Lewis, 3M Mess, H.M.S. Plymouth. (Two years). Will swap for any sea-going Devonport ship.

REMI, A. Liepa, 3G Mess, H.M.S. Berwick. Due refit at Plymouth. Will consider swap for any sea-going ship.

CK, C. J. Lightfoot, 2N Mess, H.M.S. Antrim. Due six-month refit. Will swap for any other guided missile destroyer.

AB(R), G. W. May, Air Operations Room, R.N.A.S. Portland. Drafted to H.M.S. Fife, September 19. Will swap for any Plymouth ship.

OEMI, MacDonald, c/o Mail Office, H.M.S. Cochran, Rosyth. Drafted to H.M.S. Soberton, June 6 (2½ years, Rosyth). Will swap for H.M.S. Ark Royal or Plymouth frigate.

AB(S), McGarry, 3DZ Mess, H.M.S. Amazon. Due Far East deployment. Will swap for any Plymouth refit ship.

AB(M), McKenzie, H.M.S. Neptune, Faslane. Drafted to H.M.S. Hermes, August 30. Will swap for any ship based in Scotland.

LROG), M. McMillan, FOST Comcen, Portland. Drafted to H.M.S. Cleopatra, due Far East deployment. Will swap for any Devonport or Portland ship not deploying.

AB, R. A. McNaught, H.M.S. Neptune. Drafted to H.M.S. Gurkha as FC2, June. Will swap for ship or shore base anywhere. Contact Clyde Submarine Base ext. 584/599.

ROZ(G), A. Mitchell, 3F Mess, H.M.S. Yarmouth. (Rosyth). Will swap for any shore base or ship in refit.

LSA, G. Morgan, 3F Mess, H.M.S. Yar-

mouth. (Rosyth based on GSC.) Will swap for any Portsmouth or Chatham frigate on GSC.

POCEL, G. Payne, OIH2 Mess, H.M.S. Blake. Drafted to Portland F.M.G., June (over six months). Will swap for H.M.S. Collingwood or Portsmouth shore base.

AB(S), C. W. Pegg, 3MS Mess, H.M.S. Euryalus. Drafted to H.M.S. Bulwark (shore draft), August 15. Will swap for any Devonport shore base.

AB(S), P. Oakes, 3MS Mess, H.M.S. Euryalus. Drafted to H.M.S. Vernon, July 25. Will swap for any Devonport refit ship or Devonport shore base.

AB(S), B. J. Brammer, 3MS, H.M.S. Euryalus. Drafted to H.M.S. Sultan, July 25. Will swap for any Devonport shore base.

ROZ(G), J. Rayson, 3EA Mess, H.M.S. Phoebe (Devonport). Will swap for any shore establishment in Scotland.

OEMI, P. C. Reynolds, H.M.S. Neptune. 18 months, GSS. Will consider any swap draft.

LROG), D. J. Richards, 3L Mess, H.M.S. Naiaid. Drafted to CINCFLCET, Northwood, July 27. Will swap for any shore billet in Plymouth area or R.N.A.S. Culdrose.

SA, K. I. Richards, H.M.S. Dryad, Southwick. Drafted to H.M.S. Bristol, June 20. Will swap for any Portsmouth or Chatham shore base.

LCM, P. Robertson, 3G1 Mess, H.M.S. Tiger. Due Far East deployment. Will swap for any Portsmouth day-running ship, long refit ship, or shore establishment.

REMI, I. Shields, H.M.S. Shavington (Rosyth). Will swap for any sea-going frigate.

STD, E. J. Shrimpton, H.M.S. Dittisham, c/o Fleet Mail Office, Devonport. Drafted to H.M.S. Fearless, July 25. Will swap for H.M.S. Ark Royal.

STD, W. Radford, H.M.S. Royal Arthur, Corsham. Drafted to H.M.S. Ark Royal, June 1. Will swap for ship due refit, or any smaller ship.

MEMI, P. Roberts, 4-29 Mess, H.M.S. Nelson. Drafted to H.M.S. Fearless as ALMEM, August 30. Will swap for any Portsmouth frigate or GMD.

LSM), S. R. Saxton, 255 St Nicholas Avenue, Rowner, Gosport. Drafted to H.M.S. Galatea, July 25. (Devonport, due refit). Will swap for any Portsmouth ship.

MEMI, Seager, H.M.S. Pembroke, Chatham. Drafted to H.M.S. Norfolk, mid-July. Will swap for any Chatham ship or frigate due foreign deployment.

LS(R), L. Simpson, 3F Mess, H.M.S. Hardy. Drafted to H.M.S. Jupiter, September 1 (Devonport). Will swap for any Rosyth or Portsmouth frigate or destroyer.

MEMI, AMC(JBD) Passed for leading hand, K. Stentford, 9 Mess, H.M.S. Zulu. Will swap for any Plymouth ship, preferably Leander frigate or other small ship.

NAM(AE)1, P. J. Stevenson, 2 Mess, H.M.S. Endurance. Drafted to H.M.S. Daedalus, July. Will swap for RNAS Portland.

ALAM(AE), G. Taylor, 103 Mess, RNAS Yeovilton. Will swap for any Portland draft.

AB(S), N. Waddy, 3P Mess, H.M.S. Rhyll. Due Far East deployment. Will swap for any Second Frigate Squadron ship, Portsmouth.

LCK, J. Williams, H.M.S. Collingwood. Drafted to H.M.S. Ariadne (Plymouth), October 3. Will swap for any Portsmouth ship. Replies to 12 Mortimore Road, Gosport, Hants.

A/LEM, T. Wilders, R.N. Careers Office, Peterborough. Drafted to H.M.S. Dundas, August 8. Will swap for any Chatham or Portsmouth ship going foreign.

A/LROW), D. Wishart, 3EA Mess, H.M.S. Phoebe (Devonport). Will swap for any Rosyth frigate, preferably H.M.S. Zulu.

A/LEM, JBD, G. Woodward, 273 St Nicholas Avenue, Rowner, Gosport. Drafted to H.M.S. Norfolk, June 20. Due refit Portsmouth. Will swap for any MCMV anywhere, or survey ship.

Tartar's type of rescue

Disabled children at Chailey Heritage in Sussex now have an electric large-type typewriter — thanks to a jungle rescue that took place in Dominica.

While H.M.S. Tartar was deployed in the West Indies earlier this year she was ordered to Dominica to look for a Briton lost in the mountains. Although the Tartar's helicopter found no trace of the man, Mr. Michael New, he spotted the helicopter, got a sense of direction, and ended up in the local hospital.

His employers, the marine engine firm Kelvin Hughes, contacted the Tartar when the frigate returned to Portsmouth and asked how the debt could be repaid.

The crew asked for something for one of the charities they support, and the final outcome was the delivery to Chailey of the electric typewriter.

FILMS FOR THE FLEET



Left: Diane Keen in EMI's "Sweeney!"
Right: Carol Hawkins, as stripper Barbara Wilcox, performs her tassel routine in a scene from "Not Now, Comrade," also released by EMI and ordered for Fleet screens by the Royal Naval Film Corporation.

Here come the 'Sweeney!'

Fleet film buffs who are also boxwatchers ashore may think that "Sweeney!", heading for ships' cinema screens, is another television "spin-off."

But according to a cross-section of the critics this one — which appears in the latest list of releases to the Fleet by the Royal Naval Film Corporation — is different. Some say it compares favourably with high powered American crime thrillers.

Detective-Inspector Regan (John Thaw) and Detective Sergeant Carter (Dennis Waterman) become enmeshed in a top-level conspiracy against the British Government involving oil potentates and call-girls — one of whom is played by the lovely Diane Keen (another well-known television face).

The net result is plenty of corruption and assassination and an explosive finale.

The List

Here is the full list of R.N.F.C. releases this month:-

Mother, Jugs and Speed (AA) — Bill Cosby, Raquel Welch. A small team operating an ambulance service on the American West Coast have a comical time making their rounds. No. 461. Fox-Rank.

Baby Blue Marine (A) — Jan-Michel Vincent, Glynnis O'Connor. A young man fails his critical U.S. Marine training and takes over the identity of a much-decorated war hero about to be sent back to the Pacific in 1943. No. 462. Columbia-Warner.

SWEENEY! (X) — John Thaw, Dennis Waterman. Against a background of international schemers planning to scoop the world oil market profits, Detective Inspector Regan and Detective Sergeant

Carter get involved in a top-level conspiracy against the British Energy Minister and Government. No. 463. EMI.

The Last Hard Men (X) — Charlton Heston, James Coburn, Barbara Hershey. Western in which a retired frontier lawman, weary of violence, is forced to take up his guns again when he becomes the target of a killer seeking vengeance. No. 464. Fox-Rank.

The Bad News Bears (A) — Walter Matthau, Tatum O'Neal. An ex-professional baseball player is employed by a local councillor to coach a team of young boys considered to be neighbourhood misfits. No. 465. CIC.

The Omen (X) — Gregory Peck, Lee Remick. Rome — June 6, 1971. The gift of a son to the wife of the next Ambassador of the United States to the Court of St James. Slowly, dark doubts and violent death enter the ordered world of the family. No. 466. Fox-Rank.



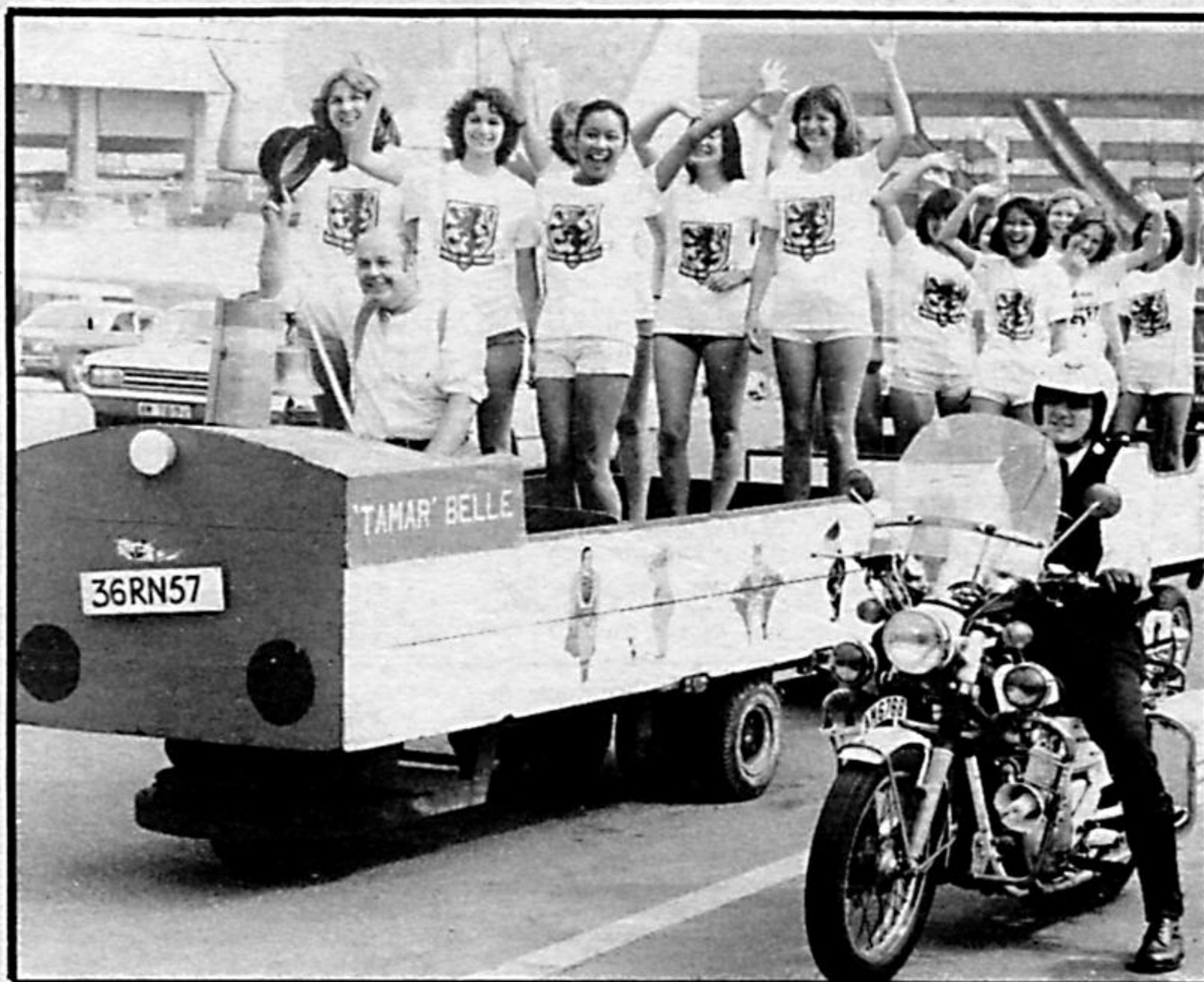
SHOWING A LEG IN HONG KONG

Motorists in Hong Kong's cross-harbour tunnel rubbed their eyes with amazement at the sight of a "train" chugging along loaded with beautiful young girls in hot pants.

The girls all pupils of the King George V Secondary School in Kowloon, had asked the Royal Navy to loan them their mock-up of a railway train, the "Tamar Belle," for their school fair.

The Navy was delighted to help but had not expected so many super girls to arrive at H.M.S. Tamar to collect the vehicle. A police escort was quickly arranged to get both train and cargo safely back to school.

Picture: PO(Phot) Stuart Wood



Drama winners take a bow

H.M.S. Collingwood and R.N.E.C. Manadon took the top honours in this year's annual RN Theatre Festival, keenly contested by 24 establishments all over the country.

In the Portsmouth and Medway regions, H.M.S. Collingwood won the overall production prize with "Zigger Zagger" by Peter Terson, who was in the last night audience with representatives from the other 13 establishments competing in this section.

The stage presentation prize went to H.M.S. Daedalus, who also won the Fleet Air Arm's Bambara Trophy with "Any Number Can Die," Fred Carmichael's spoof of a 1920s thriller directed by Douglas Craig.

The play adjudicator Walter Lucas enjoyed most earned a prize for the smallest establishment, R.M. Eastney. It was David Campton's "The Lunatic View," directed by David Oakley.

ORIGINAL

The Peter Sanford Trophy for acting went for the first time to an actress — Margaret Easton of H.M.S. Pembroke, for her performance in John Osborne's "The Entertainer."

In the Plymouth area (which included Scotland), R.N.E.C. Manadon took both the overall prize and the stage presentation prize for Charles Evan's original musical "The House That Jack

Built," which is based on the life of Richard Parker, leader of the Nore Mutiny. This was an adaptation of his play which had previously fared well when he was serving in Scotland.

Miss Freda Dowie, who won acclaim for her own acting performance in the B.B.C.'s "I Claudius" series, adjudicated the Plymouth and Scotland areas and the Fleet Air Arm competition. She awarded her adjudicator's prize to H.M.S. Caledonia for the production of "The Long Sunset" by R. C. Sherriff.

Other entries in the 1977 R.N. Theatre Festival were:

Portsmouth and Medway — "My Three Angels" (H.M.S. Vernon); "Devil May Care" (H.M.S. Dryad); "Live Like Pigs" (H.M.S. Nelson); "Busbybody" (H.M.S. Centurion); "Habeas Corpus" (H.M.S. Sultan); "Hadrian Vilth" (R.N.C. Greenwich); "Princess Ascending" (H.M.S. Dauntless); "Aurelia" (H.M.S. Excellent); "Love's Luxury" (R.M. Deal); and "Hobson's Choice" (H.M.S. Dolphin).
Scotland — "Trap for a Lonely Man" (H.M.S. Cochrane); and "The Lion in Winter" (H.M.S. Neptune).
South-West — "Doctor in the House" (H.M.S. Drake); "While the Sun Shines" (H.M.S. Osprey); "The Servant" (C.T.C.R.M. Lympstone); "The Middle Watch" (H.M.S. Seahawk); "Move Over Mrs. Markham" (H.M.S. Raleigh); and "A Bird in the Hand" (H.M.S. Heron).

SPLATMAN



KEEP YOUR COOL! — DRIVE SAFE!

H.M.S. Daedalus, the R.N. air station, is to stay at Lee-on-Solent. It has been announced that proposals to transfer the station to the former R.A.F. airfield at Thorney Island, near Chichester, had been abandoned after a detailed study into the feasibility and cost of such a move.

The 22-year-old Royal Fleet Auxiliary tanker Tidesurge was towed last month from Portsmouth to Spain, where she will be broken up by a Valencia scrap firm.

H.M.S. Galatea has been docked in the new frigate complex at Devonport Naval Base as part of the building's trials. The frigate was "fitted in" to test equipment installed in the

NEWS IN BRIEF

£14-million complex, due to open in late summer.

Royal Marines from 40 Commando, based at Plymouth, were due to take part in an amphibious exercise, Whisky Galore 77, in the Outer Hebrides early this month.

A special exhibition at the Imperial War Museum on the role of women in the First World War has been opened by Princess Anne. It will remain open until October 20.

The PO's Mess on H.M.S.

Galatea has issued a sporting challenge to the petty officers of all other mid-ships. The challenge is at any five sports for a small amount of money to be sent by the losing mess to a charity nominated by the winners.

A Royal Marines officer recruiting advertisement has won first prize in the black and white magazine section of the British Press Advertising Awards sponsored by Campaign.

Twenty-two-year-old civil servant Sue Mackay will be H.M.S. Centurion's entry in the Gosport Jubilee Queen Compet-

ition on May 11. She was voted Miss Centurion and won £75 in a contest at the computer centre on April 1, with Wren Writers Alison Kemp (20) and Meg Davies (22) second and third respectively.

H.M.S. Sultan has opened a Captain's Tree Fund to replace the Gosport establishment's many Dutch elm disease victims. Each tree costs £5, and will be planted with a commemorative plaque to show the donors.

Rear-Admiral P. R. Marrack, Director of Ships Production at M.O.D. (N), Bath, opened a new administrative and technical block at F. Bamford and Company Ltd., a Stockport-based manufacturer of marine propellers and sterngears.

A Devon light aircraft piloted by Lieut. Chris Bowyer and navigated by PO Barry Hodgkinson flew from H.M.S. Daedalus to Glasgow so that a Serviceman could be with his seriously ill mother. The man, a corporal serving at SHAPE headquarters in Brussels, was first taken by hovercraft across the Channel. The Navy was called in when the British Airways dispute at Heathrow caused problems for the onward trip to Glasgow.

Specialist underwater equipment researched and developed by the small family company Mobell Marine Ltd., of Havant, Hants., has been used during sea and depth trials of the world's first plastic mini-submarine. The glass-reinforced plastic three-man submarine has been developed by the Vickers Group.

Rear-Admiral J. O. Roberts, Flag Officer Naval Air Command, and Capt. J. A. Beadon, Superintendent of R.N. Aircraft Yard, Fleetlands, Gosport, each planted a "Dartmouth malus" tree at Fleetlands to commemorate Silver Jubilee year.

Navy doctors used a decompression chamber at H.M.S. Tamar to save the life of commercial diver Ng Kwong-tat who developed the "bends" following the failure of his underwater breathing apparatus. AB(D) Andy Knowles stayed in the chamber with the diver for 24 hours. The chamber was operated by CPO Charlie Charlwood.

H.M.S. Berwick, while doing a tour of duty as Gibraltar guardship, made a trip to Toulon

During the Transatlantic deployment H.M.S. Ariadne was never short of a volunteer for the dog watch.

Rough, the ship's dog — a model created by AB Merrett — could often be seen parading around the fo'c'sle proudly showing off the hook on his left ear.

He acquired the hook when, to the delight of the ship's

Motor-cycle safety

Take a tip from the experts

Soaring travel costs are making commuters of all ages return to the motor-cycle as an economical form of transport — and sailors are no exception.

But it is a stark fact that from the age of 17, anyone who holds a provisional licence and the necessary insurance can legally ride a 250 c.c. machine at 70 m.p.h. — without instruction of any kind.

Apart from a few kerbside points from a motor-cycle salesman, the novice rider's only instruction may well have consisted of a few not-so-competent tips from a friend in a backstreet.

SCHEME

This is where the R.A.C./A.C.U. Motor-cycle Training Scheme comes in. It was founded in 1947 for the sole purpose of giving proper instruction to motor-cyclists of all standards of competence.

Twelve-week courses are aimed principally at the riders of motor-cycles, scooters and sports mopeds and in the Gosport area the sessions take place at the R.N. Aircraft Yard, Fleetlands, on Sunday mornings.

There is also an evening series of six theory lectures, generally by traffic police, on topics including the law, Highway Code, roadcraft and basic maintenance.

BEGINNER

The course is designed to take the raw beginner to a standard well above the Department of the Environment Test requirements. Competent riders who wish to raise their own standard are also applying. A good percentage of applicants are Royal Navy personnel and Ministry of

Defence employees.

There is a small charge for the course and those in the Fareham or Gosport area who are interested should contact Mr. G. Jordan, of 50, Eastbourne Avenue, Gosport (telephone Gosport 80089) or MA(O) E. C. Birbeck, 9, Court 10, Rowner, Gosport (Gosport 21066) for further information. It is hoped to start a fresh course by the second week in June.

WRITE

Anyone outside the Gosport area who is interested should write to the Training Scheme, R.A.C., 83, The Pall Mall, London SW1, to find out if there is a training scheme in their area.

In another training scheme in operation, run by Schools Traffic Education Programme Management Ltd., the dealer arranges for the motor-cycle to be delivered to a training area on a Saturday morning, where rider and machine are put through four hours of basic instruction.



CPO David Bottomley, of H.M.S. Sultan, slow-riding around obstacles at R.N. Aircraft Yard, Fleetlands.

to take Flag Officer Gibraltar, Rear-Admiral M. L. Stacey, on an official visit.

The Royal Navy is sending a helicopter absailing team of Royal Marines to the annual Soldiers', Sailors' and Airmen's Families Association Air Display at R.A.F. Church Fenton, near Tadcaster, Yorkshire, on June 19.

Wrens from H.M.S. Sultan decided to tackle the establishment's quarter-mile assault course to decide their annual Silver Boot sports award. Persius Block won the Silver Boot.

The National Maritime Museum's "75 Years of British Submarines" exhibition has proved one of the most popular ever put on at the museum. Already it has been visited by 100,000 visitors, and has been extended until September.

H.M.S. Rhyl, on fishery protection duty, was involved in a mid-gale rescue operation to save a fishing boat in trouble 75 miles off Aberdeen. The Rhyl's helicopter dropped pumping equipment onto the deck of the badly leaking Ocean Herald, which survived the ordeal.

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3. Where a person is in an H.M. Ship and the ship's programme is altered thus necessitating the holiday to be cancelled.

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Rough's a top dog

company, he was rated leading dog in a special ceremony conducted by Capt. T. M. Bevan, Lieut.-Cdr. P. Lester, the frigate's executive officer, and MAA C. Rogers.

SHIPS OF THE No. 258 ROYAL NAVY

Facts and figures

Displacement: 360 tons. Length: 153ft. Beam: 29ft. Draught: 8ft. Armament: One 40mm. gun. Propulsion: Two Napier Deltic diesels; two shafts developing 3,000 b.h.p. Range: 2,300 miles at 13 knots. Complement: Five officers, 33 ratings.



HAPPY BIRTHDAY, MAXTON!



The next two months are important ones for the minehunter H.M.S. Maxton, a member of the 1st Mine Countermeasures Squadron based at Rosyth.

In May she celebrates her 21st birthday, having been launched on May 24, 1956, at Harland and Wolff's Belfast yard, and the commanding officer, Lieut. John Rimington, and ship's company plan to mark the occasion in some way.

In June the Maxton is programmed to be one of the Royal Navy's representatives at the Queen's Jubilee Review, an occasion which will round off a busy 12 months for the minehunter.

By last Christmas she had circumnavigated the United Kingdom twice in six months and taken passage around the north of Scotland four times in as many months.

She represented the Royal Navy at the opening of Peterhead Scottish Week and took part in the NATO Exercise Teamwork, operating between Land's End and Portland from her base in Plymouth.

company were given a warm welcome by the people of Hull and particularly by the Humberside Police, against whom a friendly soccer match was arranged. A visit to the local brewery was well supported and a number of clubs offered free entry.

Liverpool

The Maxton was later involved in the 1st MCM Squadex, which took place on passage from Rosyth to Liverpool, and operated from the west coast of Scotland until returning to Rosyth for Easter leave at the end of March.

● H.M.S. Maxton is pictured above on passage in the Firth of Forth.



BAPTISED BY DIVERS MEANS



Appropriately, a diver's standard helmet was used as the font when the daughter of H.M.S. Maxton's CPO (Diver) Albert Chapman was baptised on board the minehunter. CPO Chapman and his wife, Wilma, are pictured with daughter Nicola and helmet. Also in the picture is the 1st Mine Countermeasures Squadron Chaplain, Alan Hewison, who officiated.

Salvage

After being called to help in the H.M.S. Fittleton salvage operation, she undertook a month's patrol duties, during which she towed H.M.S. Vigilant for 70 miles to be repaired and answered a distress call from a R.A.F. vessel in the Irish Sea.

A week of maintenance was followed by three weeks in the Clyde before sailing to Ostend to join other members of the 1st and 2nd MCM Squadrons for a week at the MCM Tactical Trainer, run jointly by the Dutch and Belgian navies.

Welcome

After Christmas leave and a two-week maintenance period, the Maxton operated out of Rosyth during January, with a five-day visit to Hull in lieu of a foreign trip cancelled when she helped with the Fittleton salvage.

Members of the ship's

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

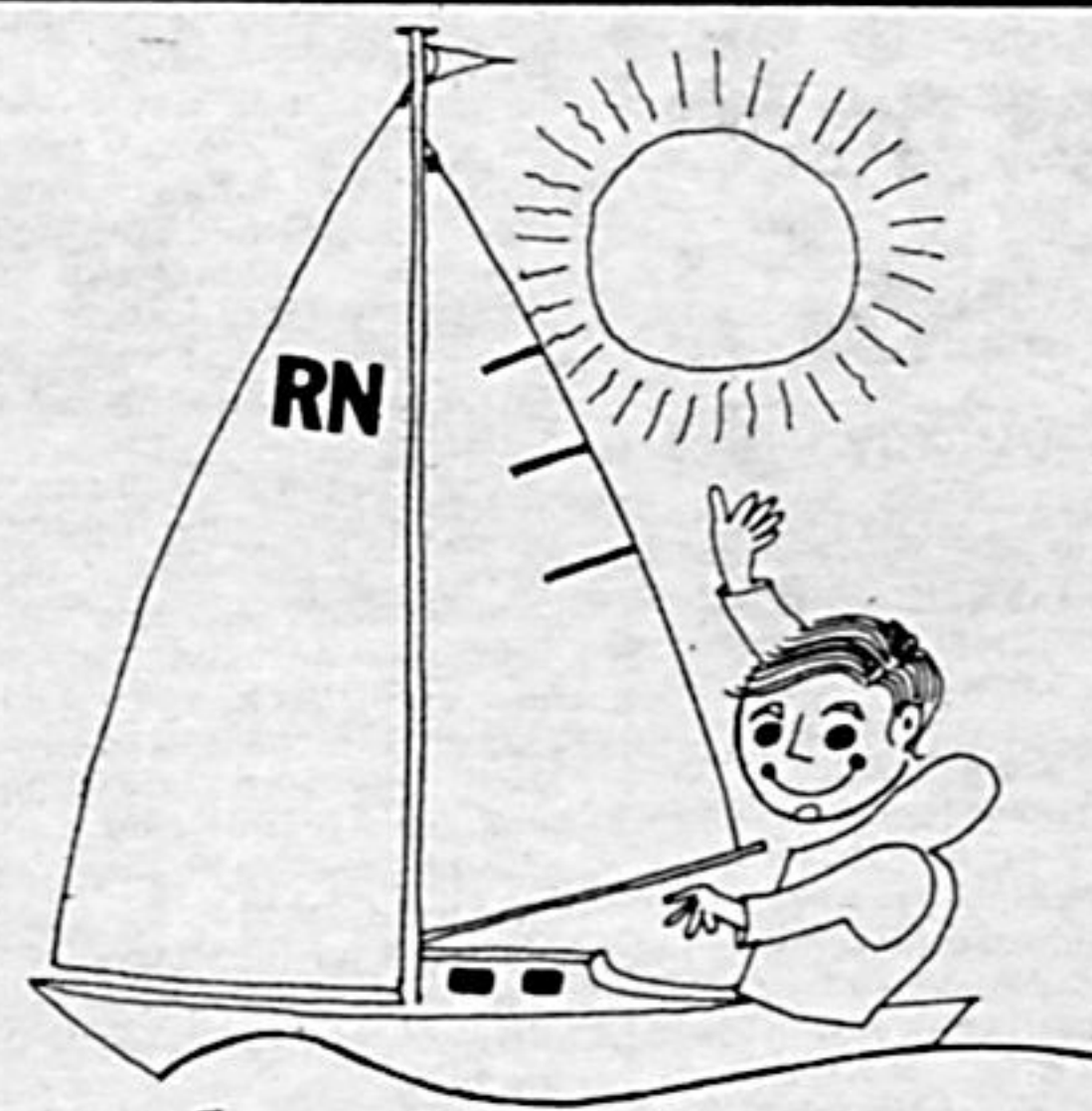
Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (175), Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra, Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Dainty, Dempier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance,

Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Firmly, First Fast Training Boat Squadron (Outrigger, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarron, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher,

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Mattapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell,

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Siddesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Swiftsure, Taciturn, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Thebes, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.



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'Tache' in the Navy

The letter on moustaches and beards (March) prompts me to write to say that moustaches only HAVE been worn by seamen of the Royal Navy and I enclose a copied section of one of my father's photographs from the First World War to prove it. (Reproduced above). This magnificent moustache belonged to an AB whose name my father has forgotten, but he was called "Spigoni" — no doubt a reference to his "tache" and the old song — and he was an H.O. and in the ship's band of the light cruiser H.M.S. Canterbury. May I say how much we two ex-matelots enjoy Navy News, never ceasing to marvel at the immense improvements in all aspects of the Service since "our" World Wars. I remember Bernard Campion writing "My Life in the Service" in The Dittybox when he was a leading patrolman, and am glad to see he is still going strong.

B. D. Clark
Ex-AB

Linton, Nr Burton-on-Trent.

"Pick up a few extra & improve your chances."

(Dr. Holliday Gbh.)

That dubious medical personality Doc Holliday seemed to do his best operating over a poker table. And he certainly won most of the time. But there was always a slim chance that even he might lose his hand. Or even his licence.



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and the like. Apart from silks, ornaments and bone-china tea services, the most popular gifts for purchase by the homeward-bound were canaries.

During our passage through the Med. and past Gib., while the sun's strength outdid that of the wind, the boat-deck and waist were adorned with caged birds, many trilling happily to the delight of their owners and the chagrin of those whose charges remained silent. Forenoon and afternoon "Stand easy" brought men from all quarters to check up on their pets.

I was one of these and had found a sheltered spot for my bird abaft the funnel and hard by the plumber's shop. After dinner one sunny day I made my way up there and found the plumber, puffing his pipe and contemplating the ocean from his special bit of guardrail. Feeling justly proud of my purchase, I ventured, "Well, what d'you think of it, Plummy?"

The plumber reluctantly withdrew his gaze from the middle distance, looked around, removed pipe from mouth and declared, "Bloody fine cage, Jack!" It was a phrase that was to become a family password for damning with faint praise. And a few months later two bright yellow feathers were all that remained on the floor of that graphically-described birdcage after my sister's cat had got the bird.

Lewis F. Waters
Ex-CPO Wtr

Chatham.

Mermaid a sloop

In the March edition the former H.M.S. Mermaid was described as a vintage destroyer. She was, in fact, a modified Black Swan class sloop, the same as the Amethyst. In 1958 she was sold to the West German Navy, who renamed her the Scharnhorst.

M. Reed

Rochford, Essex.

When I served in the Mermaid from 1946-48 she was a modified version of the Black Swan class sloop and, I believe, the first pusser's ship to be fitted with stabilisers.

May I take the opportunity to wish all the best to shipmates from the old Mermaid and the Whitesand Bay (1949-52).

H. J. Webb,
Ex-Ldg. Stoker.
Moulton, Northants.

Services won't get overseas tax relief

"The Chancellor stated in his Budget that people like airline pilots and merchant seamen who work overseas for 30 days or more will get a 25 per cent. tax relief for the period they are overseas. Would this 25 per cent. apply to Service personnel?"

So wrote CMEM Barry Courtney of H.M.S. Yarmouth, to Navy News.

The short answer — and it has now been confirmed by a Commons reply — is No. This is because the Chancellor's concessions don't change the relevant parts of the Income and Corporation Taxes Act 1970, we are told.

Under this Act all Crown servants —

this includes all civil servants, Servicemen, diplomats, etc. — wherever they are serving are treated for income tax as though constantly in the United Kingdom. This has the benefit of gaining tax-free status for Local Overseas and other allowances even though the period spent abroad is very short.

The question has, however, focussed some attention on an associated topic increasingly concerning the sailor and his pocket. While Local Overseas Allowances are payable for Navy ships operating in the Med., the Western Atlantic and many other parts of the world, for a number of reasons — some of them historical and concerned with

the operating pattern of the Navy — no similar allowance applies to ships calling at North European ports after a spell of duty in nearby waters.

With fewer ships operating in the "far flung," visits nearer home form an important part of today's foreign "runs," and the sad decline in the £'s rate of exchange hasn't exactly helped Jack's purchasing power in North European cities where prices were already exorbitant.

While no immediate moves should be anticipated — pay policy is just one of the factors involved here — it is a problem which is recognised and under scrutiny.

LETTERS TO THE EDITOR

Canaries from the Med.

For King George V's Silver Jubilee Review at Spithead, H.M.S. Queen Elizabeth came home from the Mediterranean — where she had spent almost a full two-and-a-half years commission — with an estimated 400 feathered supernumeraries.

That was before the days of oriental transistor radios, tape-recorders, calculators

LONG LIVE 'DRESS SHIP'

I read with amazement the April letter about how we can cut costs by discontinuing the time-honoured ceremonial of "dress ship."

In my days "dress ship" was an evolution of which we were proud, and we made our own dressing lines and wire splicing. Could it be that it now interferes with home life, having to be on board a little early to organize?

Long live "Pomp and ceremony" and disregard the cost!

J. W. Hirst
Ex-CYS

Huddersfield.

Navy's legless flier

Under the heading, "Naval Air Arm has its own Bader," the following article appeared in a reissue of the News Chronicle of Monday, March 30, 1942, as part of the War Papers series:—

"Twenty-one-year-old Sub-Lieut. Colin Hodgkinson, once a member of the Navy's rugby XV, who had both legs amputated following an air

collision in training, hopes to gain his wings this week.

"When war began he was still convalescent, but insisted on being allowed to renew his flying training. He began to fly again four or five months ago, and was promoted to his present rank last year."

I wonder if any reader knows what happened to him during the remaining years of the Second World War?

R. E. Amory,
Petty Officer (AE).
R.N. Air Station, Culdrose.

Problem of drink

May I say a word on the issue of drinking, which is manifest in degrees according to cap tallies. Drink strips a man of responsibility and dignity and is the root cause of many disciplinary offences, not to mention the waste of money, health, happiness and even home.

In principle I agree with Lionel Searle's letter (January), but would offer an alternative solution. For many years drink ruined my life until in 1968, by the grace of God, I found faith in Christ to be the answer to a fairly meaningless existence. For the past nine years I have had peace and contentment with a real sense of purpose, without needing my "prop."

I hasten to add that I am not pointing the finger but offering a helping hand. The real answer to the drink problem is not to change the rules but to change the man, and only the power of God can accomplish the impossible.

J. W. Elder,
POMEM.

H.M.S. Fearless.

Malaya Bell

In reply to the Malaya bell query (March), I frequently see the ship's bell of H.M.S. Malaya as it hangs in the hall of a London club.

I was serving in her in 1930-31 when we were guardship at Cowes and she had the privilege of not wearing the Royal Standard when the King was on board, but the Malayan Jack in lieu. That Jack was rather similar to the P and O house flag.

When Queen Mary was on board and visited the gunroom she saw a portrait of our mess pin-up of the day, the charming Jane Baxter, then appearing on the London stage in "The Midshipmaid." The midshipman standing rounds related that the Queen's comment, on being told that she was an actress, was somewhat frigid.

In those days that splendid ship still wore the scars of Jutland, where there had been a major explosion in the starboard (open) six-inch battery. I remember the deck being noticeably uneven.

J. E. C. F. O. Stoy,
Cdr., R.N. (Ret.).
Beckenham, Kent.

SWEEP OF THE SABRE



H.M.S. Sabre cuts a dash at an international gathering off Portland. The fast training boat is pictured sweeping past H.M.S. Juno (left) and her Wasp helicopter, H.M.S. Friesland (centre) of the Royal Netherlands Navy, and (right) the Nigerian Navy's corvette Otobo.

Photo: PO Tom Breull

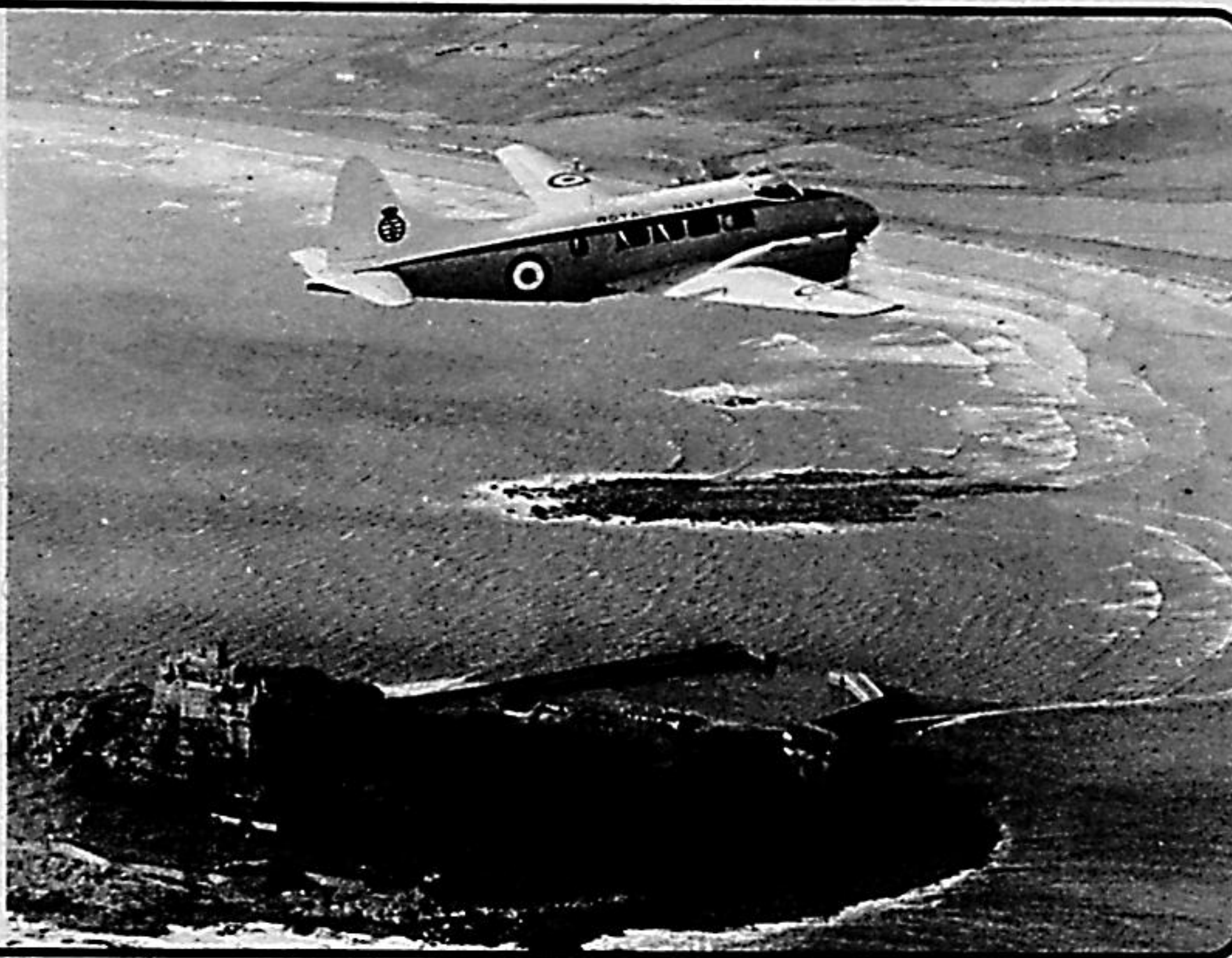
Double birthday

This Sea Devon, XK 895, recently celebrated its 21st birthday. Now based at R.N. air station Culdrose, the aircraft has seen service at Yeovilton, Malta, Lee-on-Solent and Lossiemouth, where it began life in 1956.

XK 895, pictured here overflying St Michael's Mount, Cornwall, has flown a total of 6,200 hours. Although primarily a communications aircraft, the Sea Devon has been used on various exercises. Recently it returned to Hampshire to assist with fishery protection patrols.

By coincidence, R.N. air station Culdrose celebrated its 30th birthday on April 17. As Easter leave finished the station was brushing itself up for the visit of Princess Alexandra on May 4 to unveil a plaque commemorating the rebuilding of the accommodation area.

Picture: PO I. Gutteridge



THAT MOHAWK FLAG MYSTERY

At the time of the "Mohawk Flag Mystery" (April issue), H.M.S. Mohawk was part of a NATO force under Italian command.

The procedure for entering harbour as laid down in the Force's standing orders, differs slightly from the routine carried out in the Royal Navy.

The ensign remains flying in the sea position — in this case at the masthead (we can assure you it was there) — until the first line is secured ashore. Then simultaneously, down sea ensign, up harbour ensign and Jack.

I hope this solves the mystery.

J. J. Cosker
CY

H.M.S. Mohawk

With reference to the "Mohawk flag mystery" there is an ensign bent on ready for hoisting at the ensign staff and, although not very clear, I think that the sea ensign is dropping from the starboard

yardarm. Presumably the Mare Piccolo breeze was blowing in the same direction as the ship.

John M. Maber.
Lieut.-Cdr., R.N. (Ret)
Ashley, Near Box,
Wiltshire.

It should be apparent to those who know Taranto that the Mohawk is pictured near her berth as she is still in the confined entrance to Mare Piccolo. Her ensign is therefore at the mainmast.

There is no relative wind, as indicated by the flags at her port yard, and her ensign is "hanging Judas" and appears in the picture as part of the starboard side of her mast structure.

F. R. W. Beagin
CEA1

H.M.S. Collingwood.

Tracing a ship's history

I have been asked by an American to try to track down the history of a ship named Solace II, launched in 1901 and apparently owned in 1908 by a Captain Blennerhassett, who used to live at my current address.

My contact, Mr. Sweinhart, is involved in restoring the vessel and describes it as a floating tribute to English design and craftsmanship. I would be grateful if anyone knowing of the previous owner or, better, a history of the ship, would get in touch with me.

Jean Denton (Mrs.)
Marketing Director,
Huxford Group Ltd.
Newgate Lane,
Fareham, Hampshire.

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Captain's view of the Petard incident

Your correspondence about inaccuracies in the account of the action between H.M. ships Petard and Paladin and Japanese U-boat 127 prompted me to buy the book "Fighting Destroyer."

Reference to my journal, which includes a copy of my official report dated the day after the action (February 13, 1944), discloses other inaccuracies and flights of fancy, notably that the Paladin took no part in the anti-submarine action as she was "at the same time" picking up survivors. She, in fact, attacked a submarine contact and heard it blowing tanks before the Petard obtained a contact of any kind — 16 minutes after she had sighted the periscope.

The circumstances of my collision with I.27 may be of interest. Contact had been lost for an hour and I was picking up survivors when she broke surface at speed — it seemed due to an error as nobody came up into the conning tower and she appeared about to dive.

So I reported "Intend to ram" and, at one cable, the Petard ordered "Do not ram." Nelson would have put his radio telephone to his deaf ear, but this junior two-striper in his first command manoeuvred under full wheel and reversing an engine to cross the bow and drop a pattern immediately ahead of her to stop her diving.

As my raked bow swung to port, all guns — able to depress once more — reopened fire. I had been shouting orders to the coxswain through the trap hatch from the wing of the bridge, as was customary in fleet destroyers when you wanted to look over the side, but the bridge Oerlikon drowned, au moment critique, my order "Star'd 30, half ahead port," the passing of which was delayed by about

ten vital seconds. This caused the port fore hydroplane (which was at dive) to cut an 80ft. gash below our waterline before we drew clear and crossed ahead. This nearly did us in!

The periscopes were bent by passing through our motor cutter which was still turned out, so the Nips below were blind thereafter.

After our pattern exploded under her bow, the gun's crew emerged but were killed or forced below by the Paladin's close-range weapons. Eventually I.27, after being hit by about 100 four-inch shells from the two ships without apparent effect (shades of Bismarck) — was torpedoed by the Petard, which then towed the Paladin to Addu Atoll.

Bailey's biggest boob! But

there was not even a Board of Inquiry. Dem was der days!

E. A. S. Bailey
Captain, R.N. (Ret)

Ardgour,
By Fort William, Scotland.

Tune in to Review

The World Cup and the Olympics both have a signature tune — so why not the Fleet Review? After discussion in the messdeck we decided there is a ready-made popular tune to fit the occasion — Mike Oldfield's "Portsmouth". Any other ideas? Perhaps the B.B.C. will be interested!

P. F. Davis
CPO WTR
H.M.S. Fearless.

WE, THE LIMBLESS LOOK TO YOU FOR HELP

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'GIVE TO THOSE
WHO GAVE — PLEASE'

The Shannon's voyage

As one who also served in the Shannon I was interested in CPO Keightley's account (March) of her voyage to North Russian ports in November, 1918.

My recollection, however, differs from his in two particulars. On November 11, when the war ended, we were still at sea on our outward trip, and though the water of the White Sea on Archangel Bar was obviously about to freeze, it never actually did so while we were there.

H. E. Gould
Ex-R.M.A. 15338
Norwich.

Memories of Cavalier

It was with great pleasure that I read in Navy News that H.M.S. Cavalier is to be preserved. I served in the Cavalier during her last commission on the Far East Station, bringing her back to Chatham in 1962.

The spirit of that particular commission was terrific and of all the ships I served in, the

Cavalier will always hold the happiest memories.

When I receive Navy News here in Australia it ALMOST makes me wish I was back in the R.N.

B. Todd
Kelmescott, W.A. 6111.

Sinking of K13

In letters in the March issue Mr. Sid H. Glazebrook mentioned the sinking of K13 in the Gareloch in January, 1917, while Mr. H. Gerry says that he joined K13 in June, 1919.

Was this K13 the one that had been sunk in the Gareloch or a different boat given that number? I understood that K13 was raised, refitted and recommissioned as K22. One reason for this belief is that an AB survivor from K13 drafted to K22 found he was in the boat in which he had been sunk and requested to be changed. An AB from the boat I was in — K7 — volunteered and changed with him. Was there no truth in the reason given for the exchange?

S. Bishop,
Ex-Ldg. Sig.
Shotley, Ipswich.

Is Mr. Gerry correct in saying he joined K13 in June, 1919, or does he mean K22, which was ex-K13? She was raised and ran as K22 until the Ks were scrapped. I was her last signalman, and the last cap ribbon issued is in the Dolphin Museum (although at the moment on loan for exhibition at Greenwich).

Tom W. Holmes,
Ex-Y. of S.
Dorking, Surrey.

ASSISTANCE TO AUTHORS

Peter C. Smith is writing a detailed history of the battle cruiser H.M.S. Renown (1916-1948) and appeals to ex-serving members of her crew from any period of her life with recollections to write to him at 35, St John's Close, Needingworth, Huntingdon, Cambs. PE17 3TT. All letters replied to, articles and/or documents returned in good order and postage refunded.

Readers who took part in actions against the German World War II battle cruisers Scharnhorst and Gneisenau are asked to contact Richard Garrett, of 27a, Broadwater Down, Tunbridge Wells, Kent TN2 5NL, who has been commissioned to write a book about the ships.

In seeking information (April) about London Division AA units and the cruisers in which they served from August, 1939 onwards, G. G. Cornell, of 23, Rosebery Gardens, Ealing, London W13 0HD, omitted to add H.M.S. Cairo to his list of Curlew, Calcutta and Coventry. He would welcome recollections.

Commodore John Cox and friend posed for a slightly less than formal photograph as the Commodore prepared to hand over command of NATO's Standing Naval Force Atlantic.

(The friend is Harvey, a gift from the CPO's Mess on H.M.S. London, Commodore Cox's flagship since mid-November.) The Commodore's year in command of the NATO squadron ended with

a handing over ceremony at Den Helder. It will now be the turn of the Dutch Navy to command the squadron. H.M.S. London has been relieved in the NATO squadron by H.M.S. Ambuscade.

LONDON BRIDGED!

After a slow start when Tower Bridge jammed and kept the ship waiting for an hour, H.M.S. London's visit to the City of London developed into a hectic and memorable event.



There's no mistaking the delight of hole-in-the-heart lad David Smith (centre) and little brother Matthew at being on H.M.S. London as she approached Tower Bridge. Keeping an eye on them is LRO(G) Bill Bishop.

David (9), Matthew (7) and their father were guests on board the guided missile destroyer for the three-hour passage from Gravesend up the Thames to the Pool of London.

David, who lives at Warford, is very keen on the Royal Navy and spends much of his time making models and sketching ships. But until his invitation from H.M.S. London he had never been on board a ship.

Now he has even had a go at steering one.

Many visits were organized, some of the more popular being those to the Houses of Parliament, the Tower of London, the Stock Exchange and two London football clubs.

Numerous offers of hospitality were received and accepted, most notably a luncheon given by the Lord Mayor in the Guildhall for 260 of the ship's officers and ratings.

A party of 50, including the ship's volunteer band, visited Great Ormond Street Hospital to entertain the children and present a cheque for £900 to the hospital's appeal fund for medical research.

This money was raised by two sponsored events during H.M.S. London's time as flagship for the Standing Naval Force Atlantic: an upper deck run at Brest, and a football match at Den Helder between the ship's team and the POs' Mess Superstars.

While the band was amusing the children, the ship's rugby XV was a few miles away winning the Maxi-ships rugby trophy by defeating H.M.S. Fearless 21-3 in the final.

Commodore (and friend) says farewell



The Navy's last 4in. gun crew

A photograph destined for the record books. It is of the Royal Navy's last 4in. gun crew, in H.M.S. Mermaid, now at Portsmouth to pay off. In the back row (left to right) are SEA Kevin Stuart, AB David Green, SEA David Hall, gunnery officer Lieut. Graham Salt, PO Robin Dewberry, SEA John Swift, AB Michael Craven and SEA Anthony Duff. Front row — LS Gwynedd Charlton, LS Brian Houghton,



AB Gary Kaunhoven and

AB Steven Judkins.

Photo: LWREN (PHOT) Joan Roberts.

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Dutch treat for Mermaid

The Dutch offered prodigious hospitality when H.M. ships Mermaid, Torquay and Dundas, of the Second Frigate Squadron, made a five-day visit to Amsterdam in March after travelling 20 miles by canal into the heart of the city.

A band from the 15/19 King's Hussars played on the Mermaid's quarterdeck as she went alongside for her last visit abroad with the Royal Navy before paying-off. She now goes into refit before being handed over to the Malaysian Navy.

Access to the city's many museums enabled the sailors to broaden their appreciation of the country, and trips in glass-topped river launches through the canals proved popular. For those with the inclination — more than 150! — there were brewery runs. On the Saturday of the visit all three ships were open to the public while the band played on the jetty.

SOCCER WINS

The Torquay beat both the Mermaid and Dundas at soccer before selection of a squadron team, which met with considerable success by defeating Amsterdam police 4-2 and a Royal Netherlands Navy side 3-1. The combined R.N. rugby team was not so fortunate and lost to Amsterdam Athletic Club under floodlights.

With the passing of H.M.S. Mermaid, now at Portsmouth to pay off, will disappear the Royal Navy's very last 4in. gun crew. The final ceremonial firing of the gun — a weapon used by warships in two world wars —

took place off the Shetlands during an off-shore patrol by the frigate.

The Mermaid took the honour of being the last 4in. gun ship from H.M.S. Belfast, the old cruiser now berthed near the Tower of London and open to

the public.

The Belfast fired her guns for the last time in the early Sixties, an event witnessed by PO Robin Dewberry, then serving on the cruiser. PO Dewberry was also in the Mermaid and present at her "last firing."



MEM2 Joseph Mulgrew receives the Danish Prize for 1975-76 from the commanding officer of H.M.S. Fawn, Cdr. John Shorthouse. The prize, a cheque for £12, was awarded for the excellent impression the ship created during her visit to Helsingor in August, 1975.

All those in the picture were serving on the Fawn at the time of the Helsingor visit. From left to right are CPO Bernie Scrivens, AB Paul Stirland, MEM2 Mulgrew, MEM1 John Snowling, and Cdr. Shorthouse.

The prize is awarded annually to a junior rate or junior officer by the Commander-in-Chief Fleet after consultation with the British Naval Attache, Copenhagen.

HERON 'SCARECROWS' TACKLE FLYING HAZARD WITH SCIENCE

Culdrose gives the birds the bird . . .

It isn't everyone who spends his working day studying, counting and chasing birds of all shapes and sizes — just for the satisfaction of watching them disappear into the distance.

But PO Alex Tompkins can claim just that — and as far as he is concerned the longer they stay away, the better (the birds in question being the feathered variety, of course).

Alex is in charge of the Bird Control Unit at R.N. air station Culdrose, a task which means he is on constant "Duty Scarecrow" patrol around Britain's biggest helicopter base.

Airfields, with their expanse of grass and large hangars ideal for nesting colonies, attract birds in their thousands and Culdrose, perched on a plateau between Falmouth Bay and Mounts Bay, Cornwall, has more than its share.

Birds tend to stay low when searching for food near their nests and a flock inhabiting the grass of an airfield creates an innocent but devastating hazard to aircraft during the crucial procedures of landing and taking off.

Unfortunately they don't understand such warnings as "Danger — Low Flying Aircraft" and when the crunch comes they can cause thousands of pounds worth of damage in time and materials in the effort needed to get an aircraft serviceable again.

A Sea King helicopter rotor blade is expensive to renew and the effect of a collision with a high-speed windscreen can, literally, be shattering — as many motorists will agree.

Prevention is better than cure, so in October, 1975, a Bird Control Unit was formed at Culdrose. The unit consists of Alex, fellow "birdman" PO Ray Day, a base officer on the edge of the airfield, and a van containing the scaring equipment.

Usually they have half-an-hour in which to carry out the initial and most important patrol before the start of day flying, with the motto: "A good scare in the morning gives the birds ample warning."

Surprise is essential and so is the good timing of B.C.U. operations. It would be inviting trouble,

for example, to alarm a flock of feeding waders to rise in the path of an imminent aircraft movement, so contact with Air Traffic Control, by means of two-way radio, is vital.

High in the tower the controllers are in a position to warn the unit of any concentration of birds within the airfield boundary but for most of his work the scarer relies on his own judgment, learning to recognize likely places to which birds are attracted and using his experience to time the patrol.

The principal method used is SAPHO — a cassette tape recorder linked to an amplifier

attached to the vehicle bonnet. Taped bird distress and alarm calls are supplied by the Ministry of Agriculture. On identification of the flock the appropriate tape is selected, the van is positioned up-wind of the birds and the SAPHO switched on.

An alarm call will frighten the birds away in seconds. If they settle again in his parish Alex uses a shepherd technique to drive the flock farther away with the alarm call blaring.

But if you can't beat 'em, join 'em. Where

STORY AND PICTURE: CPO (PHOT) PAUL YOCKNEY

mechanical methods fail, one answer is to imitate the ominous approach of a bird of prey by flapping your arms against the sunlight.

Another solution is to use the birds of prey themselves — and Culdrose has taken a leaf out of the book of R.N. air station Yeovilton by calling in falcons, whose scaring abilities have been tried with considerable success.

But the B.C.U.'S task doesn't end with the sweet sound of wings beating into the distance. A count is taken of the numbers seen within the airfield boundary on each patrol and the monthly totals are plotted on a graph.

One man and his dog . . . and his bird! CPO Alf Jones, his springer spaniel Faithful, this Nigerian falcon, Lorna, plus another falcon — Sha, from Pakistan — have become a familiar foursome at R.N. air station, Culdrose, during a trial to test their effectiveness in keeping the airfield clear of feathered fliers.

Judging by statistics, the trial has been a success. Between November, 1975, and March, 1976, more than 601,000 birds were estimated to have fed and rested at Culdrose. Despite the inclement Cornish weather the falcons have flown regularly and the resultant dramatic drop for a similar period ending March, 1977, to 75,000 potential hazards to men and machines speaks for itself.

It is expected that the falcons will return to become a permanent feature of the Bird Control Unit at Culdrose in September, after their mating and moulting season.

Varying monthly figures reflect or are governed by several factors — times of migration and breeding and the state of local tides. The graph takes a sharp upward trend in September and remains high until March. November, 1975, showed 200,000 compared with 47,000 for June, 1976 — still an enormous potential hazard for aerial traffic.

Bird strikes are thoroughly investigated and detailed signals describing the birds' species, number and weight are, with relevant information on the aircraft type, height, speed, location, and resultant damage, sent to nine authorities. Six of these are within the Ministry of Defence, and the remainder are the Ministry of Agriculture, the Civil Aviation Authority and the Flight Safety Centre at Yeovilton.

Seven known strikes between September, 1975, and September, 1976, out of an estimated one million uneducated fliers competing annually with the Culdrose professionals was statistically low but, in these days of cost-consciousness, seven too many.

Flight safety is a non-stop campaign including many literary items for which birds are not on the distribution list. In an eggshell, the B.C.U.'s task is to help promote the daily flight safety of a busy air station by encouraging, as humanely as possible, the safe flight of an innocent adversary.

THE QUEEN'S SILVER JUBILEE ROYAL TOURNAMENT EARLS COURT 14-31 JULY

TWO PERFORMANCES DAILY AT 2.30 p.m. and 7.30 p.m. (including SUNDAYS) but no performance on MONDAYS and NO matinees on TUESDAYS

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Seat prices: £4; £3.25; £2.25; £1.75; £1.25

Party rates for ten or over (but not Saturday or Sunday) 10% discount on total price of tickets ordered.

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TWO PAGES...

Parents with a problem

AND WHERE TO FIND HELP

The problems of coping with a handicapped child can be formidable, particularly if you are a wife bringing up a family while Dad's away at sea or serving in another part of the country. But there are organisations which can advise or help and not all parents concerned are, apparently, aware of their local branches.

Mrs. Joyce Clark, of Fareham, who was a naval wife with a handicapped son for many years, says, "I appreciate the difficulties in obtaining comprehensive information when one moves into a new area."

She urges parents to register their child with the Service Children's Education Authority, in accordance with DC1(Gen) S10 1976, and to find the addresses of the locally Mentally Handicapped Society, Spastics Society or the organisation most concerned with their child's particular problems.

Information

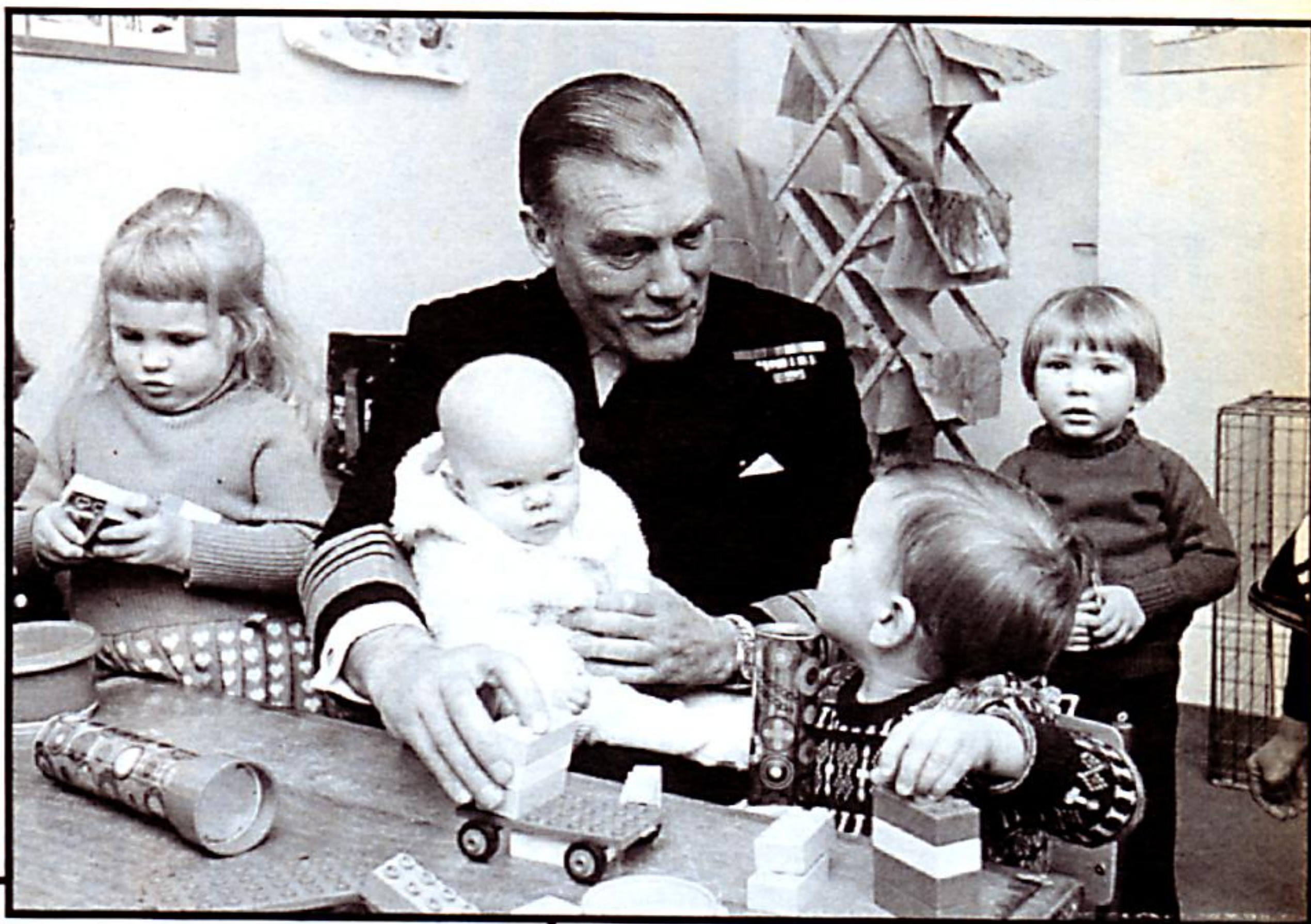
"They will be able to tell you about Opportunity groups, toy libraries, assessment units and schools, as well as giving information on social activities which will enable you to meet other families with similar difficulties."

"The Social Services, Citizens'

Advice Bureaux, libraries, Samaritans and Red Cross are all good sources of information," says Mrs. Clark, who is a voluntary welfare visitor for Fareham and Gosport Mentally Handicapped Society.

Mrs. Clark can give information and addresses for these areas, as well as Portsmouth and Havant. Those interested should write to her at 2, West Downs Close, Fareham, Hants (please send stamped, addressed envelope) or telephone Fareham 5936.

There is now a Children's Department in R.N. Hospital, Haslar, headed by a consultant paediatrician who is always prepared to give advice.



Holding the baby . . .

The new Commander-in-Chief Naval Home Command (Admiral Sir David Williams) meets some of the younger members of the naval community at Chatham. The Admiral looked in on the play group at the St Mary's Estate Community Centre during a visit to the base.

Picture: PO(Phot) John Sinclair

Reclaim christenings

Weekend ceremonies on board H.M.S. Reclaim at Portsmouth marked the emergence of the deep diving ship from her 13-month refit.

For the rededication the commanding officer (Lieut-Cdr K. D. Kempell) welcomed guests on board to the skirl of the bagpipes played by his son, OEA Ian Kempell, of H.M.S. Collingwood.

Next day the children of three

members of the ship's company were christened on board, the Rev David Evans using the ship's bell as a font in true naval tradition. Although the Reclaim first commissioned as long ago as 1948, the service for the young trio is believed to be the first christening ever held on board. The three — Jonathan Hulbert, Christopher Price and Angela Palmer — will have their names engraved on the bell.

ROTHMANS KING SIZE



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EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

HOME AGAIN!

Air-dash father re-united with hole-in-heart baby

When Sub-Lieut. Andrew Dickson-Smith left R.N. air station Yeovilton with 846 Squadron for Arctic training in Northern Norway, no one could have anticipated the chain of events which was soon to bring about his rapid return to Somerset.

Just before his departure, his son Jamie — six-weeks old and born on Christmas Eve — was admitted to hospital at Yeovil for observation. It was not until after Sub-Lieut. Dickson-Smith had left that the seriousness of the baby's condition was realised, and he was transferred to a cardiac unit at Bristol.

When Jamie's mother contacted Naval Welfare, a signal went off to Bardufoss, but only the previous day Sub-Lieut. Dickson-Smith had left on his own Arctic survival course, living in a self-built shelter for the night in a temperature of Minus 16 degrees C.

However, after being contacted by the survival officer at 0900, he was driven back to Bardufoss and changed, while friends packed his kit.

By 1100 he was airborne in a Naval Wessex and on his way to the civil airport at Elvenes, where his ticket to the U.K. was waiting and he boarded a flight to Oslo.

He arrived in Oslo at 1450 and was airborne again at 1515 in a jet bound for Heathrow, where he was rushed through Customs and on to the personal aircraft of the Flag Officer Naval Air Command, piloted by Lieut-Cdr. Angus Gordon. He flew to Lulsgate airport at Bristol, where a car met him and took him to the hospital before 1900.

And there was a happy sequel to the ten-hour dash from Northern Norway to the West Country. A decision to operate on the baby was made and at 0830 next day Jamie left the operating theatre after major "Hole in the Heart" surgery. He soon started his steady recovery and later was able to go home.



Centre of attention after being reunited with his parents is Jamie, while elder brother Ian (two-and-half) is obviously pleased to have him home too. Sub-Lieut. Dickson-Smith is deputy air engineering officer of 846 Squadron.

Picture: LA(Phot) T. J. Tierney

Hints for house owners

This month's tips to house-owners:

Services Resettlement Bulletin

Services Resettlement Bulletin No. 4 dated July, 1976, contains a great deal of information of interest to house owners and intending owners.

The main feature is on housing and covers such subjects as house purchase, saving schemes, self-build housing associations and house renovation grants.

A copy of the booklet should be available on board, but if not, additional copies may be obtained, in the first instance, from Naval Resettlement offices.

Mortgage Funds

During a recent question time in the House of Commons, the Secretary of State for the Environment (Mr. Peter Shore) agreed that 1977 will be a difficult year in terms of mortgage money.

Those anticipating house purchase with building society assistance should make early inquiries of building societies, and younger readers would be well advised to start their savings towards house purchase as soon as possible.

A good medium-term investment is the National Savings index-linked Save as you Earn scheme; alternatively, you may consider it wise to invest with a building society. You may declare up to three monthly allotments. One of them is for savings purposes.

SAFABs

One of the Fact sheets available at the new Sailors' and Families' Advice Bureaux (SAFABs) — the setting up of which was announced last month — gives information on the long service advance of pay scheme and other schemes to assist in house purchase.

Target reached

Members of the R.N. air station Culdrose Sunday School who have been contributing towards the provision of an artificial limb for a young leprosy sufferer have now attained their target figure. The cheque was presented to the regional organiser of the Leprosy Mission, Mr. S. J. Viner.

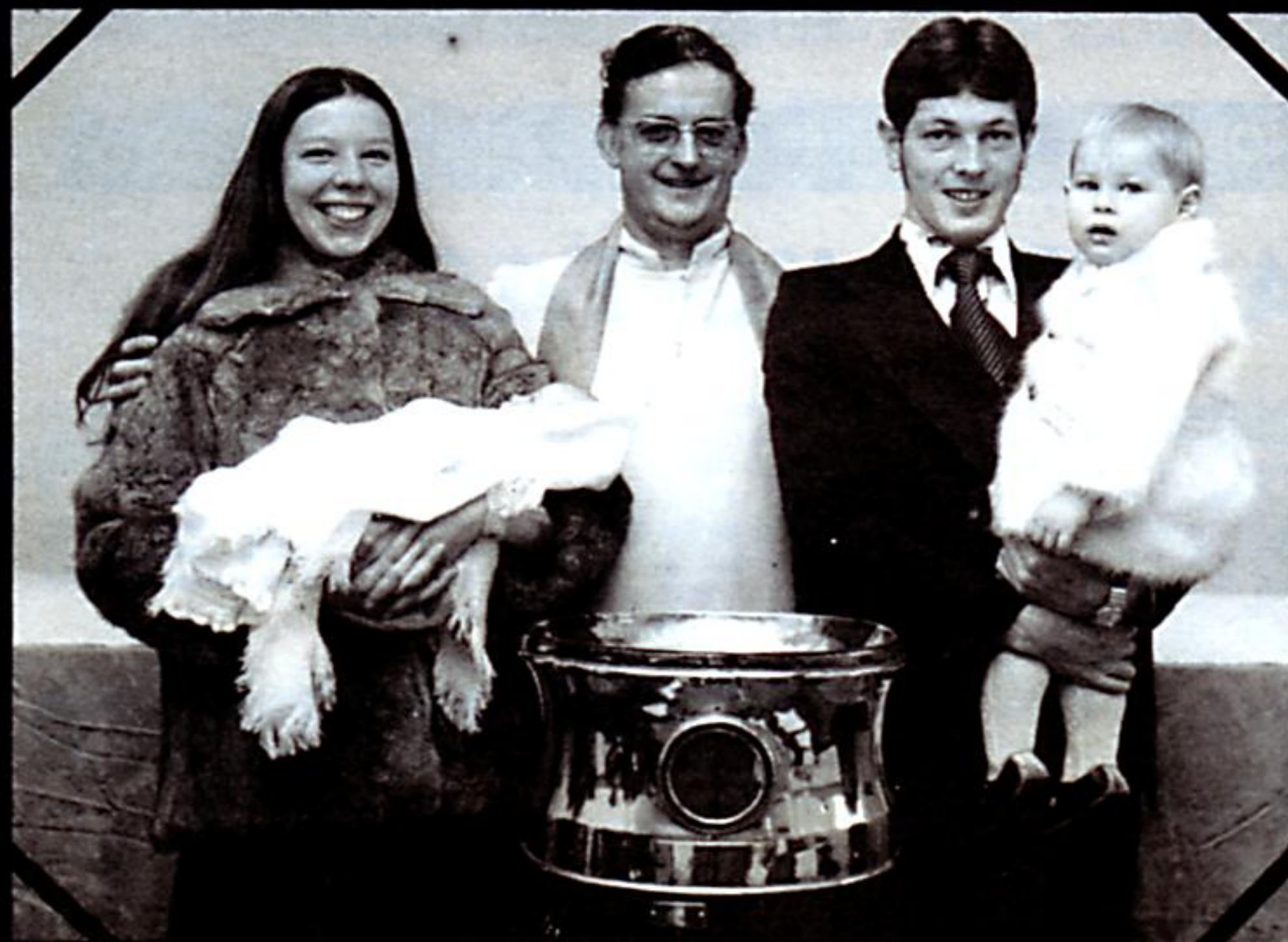
PICTURES FOR THE ALBUM



It was the occasion for a family picture the day Leading Aircrewman Arthur Balls received his B.E.M. for outstanding success as an aircrew missile aimer.

Since qualifying in 1973, he has achieved an almost 90 per cent. score of target hits, the medal citation saying that he has "made a marked contribution to the weapon effectiveness of the Wasp helicopter system and set a standard that is the admiration of every other airman in the Royal Navy."

LACMN Balls received his medal at Portland from the Flag Officer Naval Air Command (Rear-Admiral J. O. Roberts). The picture line-up is, back row, from left, Mr. P. R. Balls (father), Mr. Thomas Balls (brother), Mrs. Janet Calder (sister). Front row, wife Susan, daughter Kirsty, ACMN Balls, daughter Tina, and Mrs. P. R. Balls (mother).



For LRO Micky Ryan and his wife Elaine, returning to Britain after two years in Hong Kong meant leaving behind an old friend — the chapel at H.M.S. Tamar.

Their link with the chapel began in February, 1975, when the Rev. Trevor Lynn, resident chaplain in H.M.S. Tamar, officiated at their wedding. Eleven months later they were back

in the chapel when Padre Lynn christened their first child, Michelle. And in February this year they were back once more when he performed the same ceremony for baby son Paul.

For them all, Paul's christening was by way of a farewell to the Far East. Micky is now serving in H.M.S. Mercury and the padre in H.M.S. Tiger.

'LET'S HAVE A DOG WARDEN!'

The vexed topic of dogs and their habits, mentioned last month, has prompted one Rowner housewife to come up with the suggestion of a dog warden.

"I own a dog and understand how I would feel if asked to get rid of it," she writes, "but I get fed up with the annoyance of other people's animals. Why don't the Navy set up a dog warden — there are, I am sure, plenty of willing people."

"Any person with a dog should be prosecuted if found without a licence and, after a second warning, be made to have the animal put down. If any animal is found wandering, the owner should have to pay a fine, which would go towards cleaning up after the animal."

"But at the moment, I find I've only got trouble with cats. Help!"

Andy Coles fund

After the death of POPT Andy Coles, a well-known and popular figure, a fund was set up and donations made throughout the Fleet.

At the time of his death, which resulted from a road accident, Andy was serving in H.M.S. Mercury.

The final sum raised by the fund was £2,700 and Mrs. Coles and her three children have asked us to pass on their sincere and heartfelt thanks to all concerned.

Thank you, Fearless!

From Keynsham, near Bristol, a parent has written to express thanks for a pleasant time spent on board H.M.S. Fearless when the ship returned to Plymouth from the West Indies.

"We were very impressed with all we saw, and by how we were looked after. It also helps us to understand the sort of life our son has while serving in the Royal Navy. H.M.S. Fearless is a credit to her ship's company."

More than 800 relatives and

friends travelled by landing craft from Millbay Docks to have lunch on board as the Fearless was secured to "Charlie Buoy" before her trip up harbour to Devonport.

Like father...

On a visit to Dartmouth, H.M. submarine Opossum carried two members of the Norris family of Gosport. CRS Andy Norris, a member of the crew, was joined on board for a week by 17-year-old son David, one of a class from H.M.S. Dolphin being carried for "at sea" training.

CRS Norris joined submarines in 1965 and his son volunteered for them after joining the Navy in late 1975 and becoming an REM.

Bright and early

Rosie Mumford's Navy Programme on Radio Victory, Portsmouth's commercial station, has now been moved to a prime time — between 9 a.m. and 9.45 a.m. on Sundays. Contact her with serious or amusing items at PO Box 257, Portsmouth (telephone 27799).

Navy News

No. 275 — 23rd year

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Annual subscription: £1.80 or £5 for three years.

ABOUT BOOKS

A very special kind of person

A biography should be "warts and all," but the difficulty about Michael Le Fanu is the apparent total absence in public or private life of anything much below perfection.

Told he couldn't skylark after he was a lieutenant, he succeeded in doing just that, rollicking his way to become an Admiral of the Fleet in the Royal Navy, and professional head of the Service as First Sea Lord.

The story of his life is described by Richard Baker (of B.B.C. fame) in "Dry Ginger," published by WH Allen (price £5).

At the start of his naval career, Michael shared with another famous sailor (Earl Mountbatten) the belief that the Service had "seen off" his dad and initially at least there was the driving force to "prove something."

Humour

Dartmouth College staff were certainly not initially impressed by the red-headed and smallest boy, who trudged his way up the hill from the station, "convinced that he had made a terrible mistake."

It is recorded that he tied with five others for 21st position on academic standards, and was below average in the sport-worshipping world he had entered, but things were different by the time he left.

Besides his humour, which showed to advantage in his doggerel, reports were beginning to mention "an outstanding boy," "a splendid character," and "promise of leadership." He passed out of Dartmouth second in his term.

His antics fill the pages of the book (and could probably have filled many more), but he got away



with his irreverence because of undeniable qualities in addition to a sense of fun.

Among his fellows, he was as good as the best. When he was Captain of H.M.S. Ganges, the boys who were nervous of "going over the top" of that fearsomely high mast often found a ginger-headed chap with them, and time and again he demonstrated that he was ready to do anything he asked of anyone else.

He hated pomposity and "a fuss," never missing an opportunity in the most unconventional way of getting to know the lowliest of those with whom he served.

But what of the man behind the comic?

Mr Baker had the benefit of a wealth of family correspondence for the main thread of his story, and not unnaturally sifted the astonishing tales of the Le Fanu legend.

In passing, almost, he has mentioned matters into which he might have delved to tell us more of the character of this naval officer who has been likened to Nelson for the respect and admiration in which he was held.

Although a firm disciplinarian, Michael possessed great compassion. After he had been in the Navy more than ten years, and the Second World War was approaching he decided to "banish from his mind a temporary leaning towards pacifism, and nagging doubts about the usefulness of a Service life."

The banishment, though, was far from complete. As a commander, and a liaison officer with the U.S. Navy in the Pacific, he was entertaining serious doubts about the Navy as a career.

"I cannot believe it is morally right to be no more than a hired assassin, no matter how much I talk to myself about the values of waving the flag and keeping the peace," he said in a letter to his wife.

Humanity

Doubtless it was thoughts such as these which acted as a compulsion to his humanity, driving him along yet another "proving road" to gain personal conviction of purpose in his life.

Michael had a great way with people, and if he could be criticised for "playing to the gallery," he managed also to be loved by the stalls.

The Navy who knew Michael as a man of wit and gaiety might have been surprised to get a glimpse of him at home "when he was not best pleased." At such times "he



Two Admirals of the Fleet and two Admirals who were contemporaries of Admiral of the Fleet Sir Michael Le Fanu were present at the launch in London of Richard Baker's book "Dry Ginger." Pictured with Lady Le Fanu and the author are (standing, left to right) Admiral Sir Andrew Lewis, Admiral Sir Horace Law, Admiral of the Fleet Sir Edward Ashmore, Admiral of the Fleet Sir Peter Hill-Norton and Admiral Sir Terence Lewin.

Picture: Mike Humphrey.

usually resorted to stony silence."

He also once confessed: "I crave a little privacy sometimes. Like most people who live by their wits — i.e. who can put the switch to charm, intelligent appreciation, or pseudo-man-of-action at will — I definitely must drop the facade from time to time."

Epitaph

His assessment of himself, however, was a symptom of that nagging doubt without which true greatness is impossible.

His administrative successes were ample indication of his talents. There was nothing superficial about Michael's grasp of everything he tackled.

In the corridors of power at Whitehall, he knew he was "more loved downwards than upwards," and if thwarted was capable of showing his disapproval with what some thought was a lack of grace.

However, among all in the Navy who had any association with "LeF," few are interested in weighing him in the Whitehall scales of judgment.

His doctor said of him, "He was a very special kind of person." That is an epitaph of which the Navy would approve.

How the Volga boatmen helped win the war

It is said of the Soviet Navy today that if they want to add further armament to a ship, they weld on a few brackets and bolt it on, without wasting months or years in the planning department.

Whether, in the end, this is just as effective may (hopefully) never be proved, but a similar claim is made in "Soviet Warships of the Second World War," by Jurg Meister, published by Macdonald and Jane's (price £7.95).

While the Black Sea, Baltic, Arctic and Pacific fleets had little to show for their existence, the lake and river flotillas played a vital part in the war against Nazi Germany.

Russian ingenuity and gift for improvisation created from obsolete lake and river boats an efficient "tactical navy," an outstanding achievement being the maintenance of the life-line across Lake Ladoga during the siege of Leningrad.

The Volga Flotilla managed to dominate most of that great river during the attack on Stalingrad, where the German failure marked the beginning of the end of Hitler's downfall.

ACCURATE

Moscow today is no more keen about releasing details of its wartime ships than about its modern fleets, but the author claims that he has succeeded in compiling an accurate and almost complete record of Soviet naval strength and losses during the Second World War.

Mr. Meister, Swiss-born, has written several books and many articles on Soviet naval affairs.

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FICTION

A TITANIC TASK...

"Raise the Titanic," by Clive Cussler, published by Michael Joseph (price £4.25). Did the great liner eventually reach port at the end of a salvage team's hawser? The secret is for the reader to find out, but the author has based his dramatic tale on sound scientific reasoning, according to which the vessel could be brought to the surface.

"Ennals Point," by Alun Richards, published by Michael Joseph (price £4.25). The author has written many episodes for "The Onedin Line," "Warship," and "Sutherland's Law," and has now produced his first sea novel, which is based on lifeboat dramas in his home waters — the Bristol Channel.

"Sixty Minutes for St George," by Alexander Fullerton, published by Michael Joseph (price £4.20). A rousing patriotic title for a story which has its climax in the 1918 Royal Navy assault on

Zeebrugge, presenting in fiction a "close reflection of historical and technical fact."

"The Tinfish Run," by Ronald Bassett, published by Macmillan (price £3.95). There are many war-time sailors who may recog-

nise characters who took part in the Arctic convoys of the Second World War, and who still have the opportunity to relive their ordeals. The author served in the R.N. and explains that many of the incidents described actually occurred.

RE-ISSUES

That Horatio Hornblower lived and breathed remains the conviction of thousands of his admirers, who followed his swashbuckling from one adventure to another.

It may seem a pity to undermine the myth, but "The Hornblower Companion," re-issued by Michael Joseph Ltd. (price £5.50) not only describes how Hornblower was "born" but is a fragment of autobiography by his creator, the great story-teller C. S. Forester.

Here is explained how the novels came to be written, giving the maps and geographical settings which added so much to their authenticity. The book was first published in 1964.

Another re-issue is "Fishermen at War," by Leo Walmsley, published by White Lion (price £5.25). Some early Second World War "reporting" within the security limits then existing, and inclined to be "propagandist."

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A very special kind of plane ...

"My war" for Cdr. Charles Lamb was a bond with a machine — that astonishing, lumbering, lovable, helpless aeroplane called a Swordfish, which looked like a museum relic, yet managed to change the course of the Second World War.

The aircraft were fed on heroism, and nursed with devotion by their mechanics, bringing glory to the Royal Navy, and a vital contribution to final victory.

Besides use for reconnaissance, the Swordfish could carry torpedoes, mines, bombs, rockets, depth-charges, or flares, the test flights with all these different loads causing some wag to comment, "No housewife on a shopping spree could cram a wider variety of articles into her stringbag."

Vulnerable

The name stuck, being now better known than the official designation.

The Stringbag could hang on its prop, pull easily out of a dive, prove difficult for enemy gunners, and could even survive hitting the cables of captive balloons.

But always it was vulnerable, the crew exposed to the elements, without hope against a capable fighter pilot.

The temptation is to go on and on about the machine, but Cdr. Lamb has written a book about his own drama in the Fleet Air Arm.

"War in a Stringbag," published by Cassell's (price £5.75) includes the author's ringside account of that greatest Swordfish feat — the Battle of Taranto —



when 20 of them went in at night to penetrate the defences of one of the most heavily-guarded harbours in existence.

They survived a volcanic-like eruption of anti-aircraft fire, leaving the anchored Italian Fleet with nearly twice the amount of damage suffered by the enemy but Jutland. Only two planes were lost.

Cdr. Lamb had been ordered to fly in to drop flares to illuminate the target area — the technique later used by the Royal Air Force "Pathfinders" in the bombing of Germany — and was able to witness the whole historic scene. From the very start of the war,

he was in the action, being the last to land on the aircraft carrier Courageous before she was sunk in September, 1939.

Sorties over Northern Europe were followed by action in the famous battles and campaigns of the Mediterranean, temporarily halted by an unpleasant period as a prisoner in the hands of the Vichy French.

Back in harness once again, his fighting war came to an end when he went with the Pacific Fleet and had his right leg shattered in a flight-deck accident.

Excitement

It is impossible to do justice in a few sentences to a racy account, which will be read with excitement and laid down with reluctance.

In 1958 he took his "golden bowler" out of the Service, and has since become known to thousands of officers and sailors through his work with the White Ensign Association (the financial advisory body which came into being through his own suggestion).

He sums up his Service career in these words —

"Providing one marries the right girl, who is prepared to put up with her husband's frequent and prolonged absences, there is no doubt in my mind that the Royal Navy is the finest way of life open to man — even in an old Stringbag."

PARKINSON'S LORE OF A GOLDEN AGE

Lord Nelson's death at his moment of triumph at the Battle of Trafalgar added a touch of drama which helped to create the image which overshadowed all his contemporaries.

C. Northcote Parkinson, in his "Britannia Rules," offers the view that if Nelson was a hero, then so was Edward Pellow, Viscount Exmouth, who fought on after Trafalgar to lead his fleet to victory at Algiers.

The war at sea continued for ten years after Nelson's death, and Exmouth is credited with a tactical brilliance not inferior to Nelson, as well as seamanship and gunnery skills.

At Algiers he completed 20 years of active service, and had a hard-fought action to crown Britain's naval achievement.

By then, nearly a dozen steamships had been built, and the Argyle was doing

seven knots in service between Limehouse and Margate.

When the British ships were paid off on their return from Algiers, the Navy of the classic age ceased to exist. With no serious fighting to be seen at sea for years to come, technical progress took the place of individual exploit.

"Britannia Rules" is published by Weidenfeld and Nicolson (price £5.95).

History of Spithead ...

Spithead as a showplace for naval might has been demonstrated by reviews over the years, and now that another is being planned comes a booklet entitled "Spithead — The Navy's Anvil," published by Redan and Vedette (Agencies) Ltd. (price 95p).

The author, Michael Powell, is a founder member of the Fort Cumberland Preservation Society and originator of the Fort Cumberland Guard.

His research has resulted in a fascinating story, and well timed for this year's events.

... and Sussex R.N.R.

"Sussex 'Sunday Sailors' by the Sea" tells the story of the Sussex Division, Royal Naval Reserve, which is claimed to be the oldest voluntary naval force in the U.K. The book, which involved more than three years of compiling, researching, interviewing, and editing, records 100 years of naval and social history in Sussex.

Copies can be obtained through bookshops or from the Division Public Relations Officer, Sussex Division, R.N.R., Maxwell Wharf, Wharf Road, Hove, Sussex. The price is £1.50 (soft back) or £2.50 (hardback) plus 25p for postage and packing. Cheques should be made payable to Sub-Lieut. E. M. Atkinson, R.N.R. (Division History Fund).



Historic moment in July, 1969, as Vice-Admiral Sir Richard Janvrin, Flag Officer Naval Air Command, flew in the only remaining serviceable Swordfish to salute the aircraft carrier H.M.S. Victorious as she left Portsmouth on her last journey to Faslane to be broken up. Admiral Janvrin, who was representing the Fleet Air Arm, formerly commanded the Victorious. Pilot of the Swordfish was Lieut.-Cdr. E. J. Trounson.

... and how the 'Stringbag' legend began and grew

By a happy coincidence, Charles Lamb's "War in a Stringbag" has been published at the same time as "Swordfish Special," by W. A. Harrison, thus allowing the appetite created by one to get further satisfaction from the other.

Mr. Harrison's work is a large hardback packed with illustrations to satisfy the affections of aircraft enthusiasts, and telling the story of the birth of TSR (torpedo, spotter reconnaissance) from the board of Marcel Lobelle, chief designer of the Fairey Aviation Company.

Test-flown successfully, it was renamed the Swordfish, and thus began the "Stringbag" legend.

Looking obsolescent beside the streamlined monoplane fighters of the Second World War, it defied all efforts to replace it, serving in front-line squadrons from 1936 to the end of hostilities.

At the latter part of the war, the Swordfish was fitted with air-to-surface radar and rocket projectiles, becoming a formidable U-boat deterrent from escort carriers and MAC ships (merchant aircraft carriers).

A thrilling sight still today is the occasional sortie of the only airworthy Stringbag in existence —

the machine in the F.A.A. Historic Flight at the Royal Naval Air Station, Yeovilton.

"Swordfish Special" is the latest in the Ian Allan "specials" series, and is priced at £2.75.

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CASSELL



Orpheus is bang on target

Fifteen key members of the attack team of H.M.S. Orpheus are now proudly wearing exclusive ties bearing sealion emblems — their personal "reward" for helping the submarine to win the Sealion Trophy for the best results in live torpedo firings in 1976.

The trophy was presented to Submarine Command by Kelvin Hughes, the firm which supplies radar and sonar equipment to the Royal Navy. It depicts two

sealions symbolising a First World War experiment by British "boffins" to train two circus sealions to locate German U-boats by homing on to their underwater noises.

Today, the judging of torpedo firings takes into account weapon maintenance, target identification, tracking and handling of complex computers, and the degree of difficulty of individual attacks and tactics. The torpedoes used are salvo types (similar to Second World War weapons) and homing

weapons which can destroy an unseen "opposition" submarine hundreds of feet below the surface.

'TEAM EFFORT'

Talking about his trophy success, Lieut.-Cdr. James Taylor, commanding officer of the Orpheus, said: "I fired a number of weapons against targets, including frigates and other warships, with the torpedoes set to run underneath them. Analysis showed that all firings would have achieved hits."

"But it is not just a question of the captain at the periscope. All sorts of people have to work unsupervised: for example, four ratings who provide target information are teenagers and some members of the team are only 17. It is very much a team effort. I can rely on my team because they have been trained to do the right thing at the right time."

Earlier this year the Orpheus won the periscope photography competition, with pictures taken through the submarine's periscope by Lieut. David Waters.



Otter WAS the target!

Lieut.-Cdr. James Taylor, commanding officer of H.M.S. Orpheus, receives the Sealion Trophy from the Flag Officer Submarines, Rear-Admiral John Fieldhouse.

Picture: CPO (Phot) Eric Thompson

Members of the crew of H.M.S. Otter (above) know exactly what it's like to be shot at — not by an enemy force, but by their own side! In the 16 months of Lieut.-Cdr. Dan Conley's command the Otter had a strange role: she was a "target" for aircraft ships, and other submarines, during exercises.

The submarine was specially padded in vital spots and had reinforced panels on her fin, casing and ballast tanks, to withstand the shock of a hit by a one-and-a-half-ton torpedo.

On relinquishing command when the Otter went into a long refit at Portsmouth, Lieut.-Cdr. Conley explained: "In effect we have been providing target practice for our own forces in live situations. Hel-

icopters, aeroplanes, frigates, nuclear and diesel electric powered submarines have all fired torpedoes at us while we have been dived or surfaced. They do not aim to hit us, although we work close enough to result in the occasional bang.

"The noise of a torpedo approaching is quite remarkable. The submarine is in a quiet state and the torpedo can be heard like a buzzing sound which develops into a loud clatter. If it does hit it makes a very big bang — even though, of course, it has no warhead. It is rather like a family car driving into a brick wall at 70 m.p.h."

"Although tension mounts in the boat as a torpedo approaches it is not a dangerous game."

'The Electron Rules the Waves'

For the first time in its 48-year history, the Institution of Electrical Engineers Faraday lecture is being given by a member of the Armed Forces. The 1976-77 lecturer is Rear-Admiral L. S. Bryson, Director General Weapons (Naval), assisted by Mr. John Alvey (former Director of ASWE).

Before the show finally got on the road at Swansea last November, a small team led by Cdr. V. C. W. Edwards spent a year on planning and organization work. Now the Navy's lecture, "The Electron Rules the Waves," has been seen by more than 60,000 people in major cities from Exeter to Edinburgh. Prestige venue of

the tour has been the Wembley Conference Centre.

Getting the exhibition around has involved a combined effort by a team of navy personnel and MOD civilians and has included transporting two lorry-loads of gear and the building of a special set in each place visited.

FREE TICKETS

Aim of the annual Faraday lecture is to inform the general public on some aspect of electrical engineering. This year the

story is of the Royal Navy's shipborne weapons and their associated sensors and control systems. Aids include 150 slides, film clips and working demonstrations which are depicted on screens by closed circuit television.

A special naval presentation of the lecture is being given in the Guildhall, Portsmouth, on May 31, when sailors, MOD civilians and their families are invited. Tickets (free) are being sent to naval and MOD establishments in the area.

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The first application of electric power afloat in the Royal Navy was in the firing of guns. This was well established more than 100 years ago using primary batteries, and enabled a much greater rate of fire. Their Lordships laid down in 1873 that the wiring should be tested frequently by the gunnery officer by keeping the firing button pressed down and sending a trustworthy man to

each, with directions to make the connection and place his hands to take the shock!

As the Navy's Faraday lecture says — and graphically illustrates with a slide of this cartoon — it would be a brave captain who asked anyone to do that today. The cartoon is by Mr. W. H. Lane, of the Central Graphics Pool (Navy), London.

GROUP FIVE DEPLOYMENT

BIG GUN SLINGERS!

A great and glorious period of British naval history has been recalled on two occasions by ships of the Group Five Deployment in the Windward Islands. Both involved guns in high places . . .

Tiger lifts cannons . . .

Sea King helicopters carrying cannons? It sounds like modern warfare gone mad . . . but this is what happened (in a manner of speaking) during H.M.S. Tiger's visit to St Lucia as part of the Group Five Transatlantic Deployment.

This was no startling change in the armament of the anti-submarine helicopters. The guns were 200-year-old 32-pounders which the Sea Kings of 826 Squadron lifted to Fort Rodney, 350ft. above sea level on Pigeon Island. (Picture below by LA(Phot) R. Dobson).

The Fort, which is being restored by St Lucia Historical and Archaeological Society, was named after Admiral Lord Rodney, whose fleet defeated the French at the Battle of the Saints in 1782. The cannons were removed from the fort in the 19th Century.

Last year the Defence Adviser Nassau — in charge of naval operations in the Caribbean — was asked if the Royal Navy could help replace the cannon.

H.M.S. Sheffield had surveyed the fort in

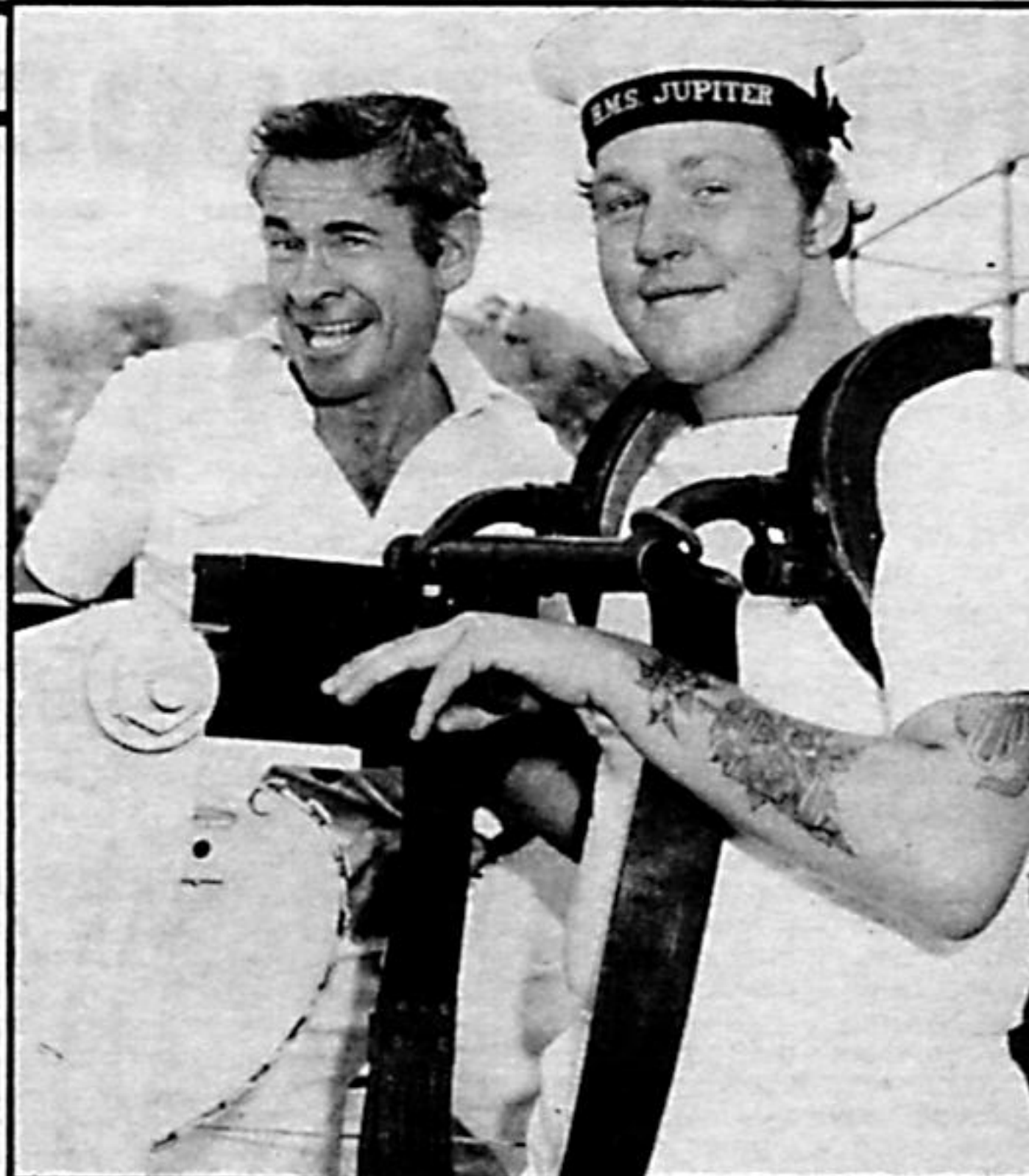
September and after the Tiger's airlift, volunteers from H.M.S. Jupiter, leader of the Seventh Frigate Squadron and also a member of the deployment, helped tidy up the fort by removing various Second World War obstructions.

The airlift was watched by the Premier of St Lucia (The Hon. John Compton), Flag Officer Second Flotilla (Rear-Admiral Martin Wemyss), the British Government representative in St Lucia (Mr. Sam Wise) and Capt. S. A. C. Cassels of H.M.S. Tiger.

Lifting the underslung guns to the fort was an exacting task for the Sea King pilots. After the installation, Lieut.-Cdr. Geoff Harvey, commanding officer of 826 Squadron and one of the pilots, presented to the historical society a commemorative plaque which will be placed in Fort Rodney, the other pilot was Lieut. Len Mathews.

Plans are now in hand for the Battle of the Saints to be celebrated properly at Fort Rodney at the bicentennial in 1982.

The task group, led by the Tiger and including the nuclear Fleet submarine H.M.S. Churchill and the frigates Aurora, Euryalus, Ariadne, Danae and Antelope as well as the Jupiter, was returning to Britain via West African ports after visits to Brazil, Venezuela and Argentina.



BY JUPITER — IT'S STANLEY!

The Stanley Baxter Picture Show was temporarily transferred to H.M.S. Jupiter when the ship was alongside in Castries, the largest town of St Lucia. Holidaying in the island, the television comedian and impressionist visited the frigate where he certainly made a big impression on AB John Stewart, who showed him the workings of the Oerlikon gun. Stanley gave LA (Phot) Jim Miller and his camera one of his famous grins. Another V.I.P. visitor to the Jupiter was the Governor of St Lucia, Sir Allen Lewis, Q.C. The ship provided a guard and fired a 17-gun salute.

TRIALS TRIPS AND TREATS

As the Fifth Deployment Group headed across the Atlantic for Puerto Rico, H.M.S. Antelope detached with R.F.A. Green Rover to Palm Beach, Florida, to fit trials equipment to be used on the Autec range off Andros Island.

During the brief visit time was found for 40 of the ship's company to visit Disney World, two football matches to be played (one drawn, one lost) and for 2,000 people to visit the ship in a four-hour spell.

Each day during the Autec trials parties were landed on Andros for a banyan while 20 autec staff were embarked for a day at sea. The ship's cricket team beat the local Bahamian team by 23 runs.

FISH PATROL

Two refuelling calls at Nassau also provided the opportunity for leave and recreation. The soccer team drew 1-1 with a side from the local beer company and the hockey XI lost 6-2 to the Bahama Pavers. On the second visit, 34 of the ship's company each gave a pint of blood to the Bahamian Blood Bank.

After the second half of the trials — with H.M.S. Churchill in company — the Antelope sailed south to rejoin the task group in Roosevelt Roads, Puerto Rico, stopping off on the way to land those owed shore leave on Samana Cay for a day and carrying out fishery protection duties. The Seventh Frigate Squadron carried out landing exercises on the island of Vieques, just off the coast of Puerto Rico, where the squadron had been staying. During the exercise teams were formally instructed in the use of weapons and practised on the firing range as well as carrying out demolition work, watched by Flag Officer Second Flotilla (Rear-Admiral Martin Wemyss).

. . . and frigates salute Rock

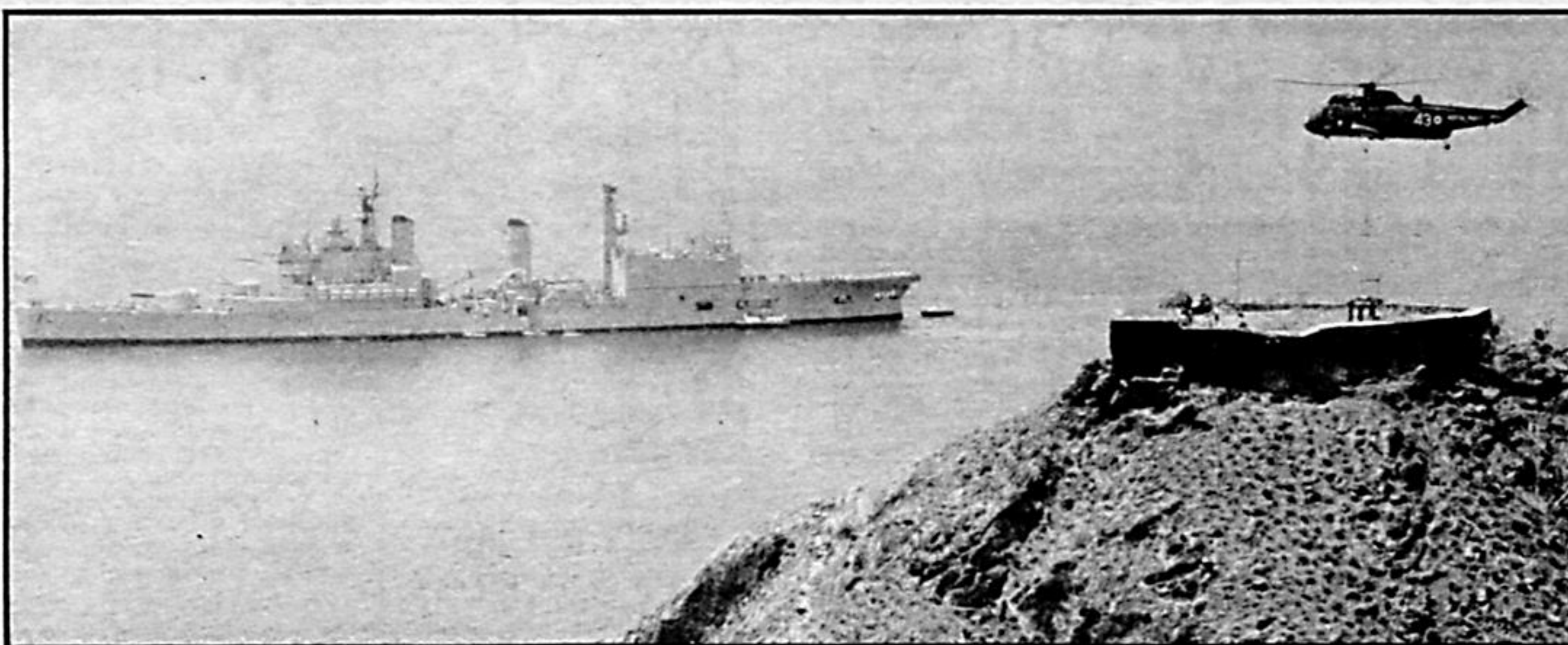
Daring deeds of 173 years ago were recalled as H.M. ships Jupiter, Ariadne, Aurora and Euryalus of the Seventh Frigate Squadron saluted Diamond Rock, just off the coast of Martinique.

The ships, part of the Group Five Deployment, were on passage to various islands.

IMPOSSIBLE

Diamond Rock has been saluted by Royal Navy ships since 1804, when it was the setting for what must still rank as one of the world's most incredible seamanship evolutions and earned the rock the traditional prefix "H.M.S."

Commodore Samuel Hood, commanding the 74-gun Centaur at the height of the



Anglo-French confrontation in the West Indies, was ordered to blockade Martinique, and promptly achieved what everyone thought was impossible.

He hoisted two 24-pounder guns to the top of the rock

and for several months successfully confounded the French.

H.M.S. Diamond Rock is 574ft. high and the sides are almost vertical. To raise the guns, Hood moored his ship

55ft. offshore and sent two men to the summit with the jacksay messenger. The jacksay alone — 100 fathoms of ten-inch berthing cable — weighed a ton and had to be hoisted with the ship's capstan.

IN MEMORIAM

L. R. Finch, Lieut.-Cdr. H.M.S. Excellent, March 17.
T. D. Buchanan, LS(M), H.M.S. Sultan, March 25.
J. R. H. Barth, MEM1, H.M.S. Brimington, March 26.
P. A. Hales, LRO(G), H.M.S. Nelson, April 3.
K. D. D. Clitherow, Cdr. DNOR, April 5.
F. K. Steel, Captain, D.N.P.T.S., April 15.
T. R. Milner, L/Cpl, R.M. 41 Cdo Group, April 20.

Rear-Admiral A. Nicholl, Commanded H.M.S. (Pepperpot) Penelope in famous Mediterranean episode. Later Flag Captain to C-in-C. British Pacific Fleet.

Rear-Admiral C. T. Jellicoe, Commanded destroyers in Second World War. Later Flag Officer Naval Interview Board.

Rear-Admiral C. R. L. Parry, Second World War destroyer captain. Later commanded H.M.S. Duke of York.

Carry on, Wrens!

Three sailors and three Wrens piped the "Carry on" as Admiral Sir John Treacher drove out of the gates of H.M.S. Warrior after a change of command ceremony. It is believed the first time Wrens have taken this role in such a ceremony, for which they were given a fortnight's training on the bosun's call.

Admiral Sir Henry Leach took up the appointments of Allied Commander-in-Chief Channel, Commander-in-Chief Eastern Atlantic Area and Commander-in-Chief Fleet in succession to Admiral Treacher, who has retired.

APPOINTMENTS

Rear-Admiral D. A. Loram was promoted vice-admiral on March 31 and is to be Deputy Supreme Allied Commander Atlantic in October.

During the Second World War he saw service on Russian convoys and with the Home Fleet, and his appointments after the war included Equerry to the Queen.

Vice-Admiral Loram has commanded H.M. ships Loch Fada, Arethusa, and Antrim, and in 1973 he became Commander British Forces Malta, Flag Officer Malta and NATO Commander South Eastern Mediterranean. Two years later he was appointed Commandant of the National Defence College.

He is a former captain of the Royal Navy Cresta team.

Other appointments recently announced include:

Cdr. D. F. Watts, As Capt MCM, May 18. (Granted acting rank of captain April 29 to June 29, before promotion to captain).

Cdr. R. J. Huak, As Capt. 2nd S.M. Sqdn, June 29. (Granted acting rank of captain June 23 to 29, before promotion to captain).

Cdr. W. J. Davis, Arrow June 30 and in command.

Cdr. P. C. Phipps, Rhyl August 18 and in command.

Cdr. D. W. Burnside, Euryalus August 30 and in command.

Lieut.-Cdr. B. E. Seath, Jersey in command, March 17 1977.

Lieut.-Cdr. R. J. R. Martin, Shavington August 16 and in command.

Lieut.-Cdr. W. C. McKnight, For duty with CSCBS and Shetland in command, April 4 1977.

Lieut.-Cdr. P. J. Grindal, Zulu, August 9 and in command.

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Assistant Headmaster: J. R. Gray Esq. H.C.C.C.

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Day Pupils (Tuition)	100	
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Prospectus on application to the headmaster

★ Record discount

"Threepence off" is part of the daily struggle for housekeeping survival, and H.M. ships and establishments should be aware of the discounts which are available on a wide range of electrical equipment for recreation use. The concession does not apply to purchases for individual use.

It is also well worth bearing in mind that seagoing ships may obtain BBC programmes on transcription records (not tapes) through the Ministry of Defence.

About 1,000 transcriptions are distributed annually free of charge to those ships deploying outside the range of the BBC Home Services, additional discs being available at £1 each.

Under no circumstances may the recordings be used ashore. DCI (RN) 165

★ DCIs no more

Welfare, leave and travel are among "instructions of a permanent nature" which are to be taken out of DCIs and incorporated in existing or new books of reference.

This follows recent changes in the content and series of DCIs, and also a Fleet Management Services Report.

Other initial subjects are training, refit and repair procedures, and quartering. Further topics will be introduced if the need arises. DCI (RN) 162

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Newcastle upon Tyne	£10.20	Coventry	£4.60
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Doncaster	£6.65	Worcester	£4.90
Leeds	£8.20	Gloucester	£4.35
Birmingham	£8.20	Cardiff	£3.75
Huddersfield	£7.65	Swindon	£3.40
Sheffield	£7.15	Marlborough	£2.95
Chesham	£6.65	Plymouth	£5.90
Nottingham	£6.15	Newton Abbot	£4.55
Leicester	£5.40	Exeter	£4.15
Northampton	£4.60	Portland	£3.10
Reading	£2.35	Dorchester	£3.10
Liverpool	£8.20	Swansea	£5.90
Birkenhead	£7.95	Cardiff	£5.10
Chester	£7.65	Newport	£4.85
Manchester	£7.15	Bristol	£3.50
Warrington	£6.45	Bath	£3.20
Newcastle under Lyme	£5.90	Salisbury	£1.90
Stafford	£5.40	London (Portsmouth)	£3.10
Wolverhampton	£5.40	London (Gosport)	£3.10
Birmingham	£5.10		

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call.

Southdown Motor Services Ltd., Winston Churchill Avenue, Portsmouth PO1 2DH — Tel. 22311

How to cope with money — or the lack of it!

Money (or the lack of it) is a number one topic in many households, the anxiety over rising prices giving emphasis to the effect on domestic happiness and career performance where financial difficulties arise.

In the Navy, guidance in handling personal finances has been left very much to divisional officers, with occasional lectures during some training courses, but the Admiralty Board has now decided to make additional advice available for a trial period of a year.

Lectures in personal financial planning (and in many cases personal counselling for those who desire it) will be included in the programmes of various training establishments.

These talks will be tailored to the age and general financial and family standing of the audience, and will include advice in general terms on banking, long-term and short-term savings, life assurance, house purchase, payment of school fees and similar topics.

Lectures will include the manager of the White Ensign Association, the Services Liaison Team of Lloyds Bank, Cox's and King's Branch, local bank managers, insurance brokers and suitably trained officers. DCI (RN) 185



GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

CRUSHERS OF THE WORLD UNITE . . .

The W.R.N.S. Regulating Category is to have closer alignment with the R.N. Regulating Branch, allowing greater flexibility in drafting and employment.

Career prospects for male and female regulators will be safeguarded.

Changes will include the introduction of a leading Wren regulator rate, and the lowering of the age of entry to 20. Wrens wishing to join the Regulating Category may, as previously, apply to do so at the able and leading rate, but the eligibility qualifications will be the same as those which now apply to the R.N. Regulating Branch — except that the NAME standard 5/5 is not applicable, and the minimum height will be 5ft. 4in.

Applications to join the W.R.N.S. Regulating Category under the new system should now be forwarded to the Captain, H.M.S. Excellent.

Under the present system, applications for entry to the branch at petty officer level will remain open until October 1, 1977, with the final course completing by December 31, 1977. Recruitment at petty officer level will then cease.

A detailed DC1, stating the policy and ways in which the two branches will become more closely integrated, both in training and employment, will be issued later. DCI (RN) 225

★ History prize

Lieut. C. J. Freeman won the first prize (£100, medal and certificate) in the Naval History Prize (Limited) Competition for 1976, the second prize (£60) going to Lieut.-Cdr. J. S. Grenfell, and the third (£40) to Lieut.-Cdr. W. N. Bowman.

In the open competition, and prize of £30 and certificate were awarded to Capt. R. H. Parsons. DCI (RN) 166



"Me Jone. You alignment?"

★ Tennis, anyone?

A subsistence rate of £10 a day is paid to R.N. and W.R.N.S. ratings and Royal Marines who are selected from volunteers to act as seating stewards during the 1977 Wimbledon lawn tennis championships. The Royal Box is included in the duties for the more senior people, but all will have the opportunity of watching the play.

Names have to be in by May 9. DCI (RN) 188

★ B.F.B.S. tapes

By arrangement with the British Forces Broadcasting Service, taped programmes of music, current affairs, sport and features are supplied on a limited scale each week to H.M.

Could you sell an Eskimo a fridge?

Could you sell a fridge to an Eskimo? The "gift of the gab" is important in the art of persuasion, but science has now come to marketing, in the belief that good sales methods can be analyzed and taught.

Anyone wondering what this has to do with the Service may like to know that "these methods have a wider use beyond direct selling, and apply to any area where it is desired to secure favourable attention and decisions."

It sounds a useful alternative to the idea of gaining attention through being court-martialled.

"Selling Ideas, Goods and Services" is one of the fascinating university residential courses, from May to September, "open to officers and ratings who have suitable qualifications or background."

Management and computers figure prominently in the list, but other subjects include safety, avionics developments, sailing, helicopters, politics, the theatre, marine biology and leadership. Fees are paid by the Ministry of Defence. DCI (RN) 160

ships in the areas east of the Cape, in the West Indies, and in other areas when designated from time to time.

In order to maintain the supply, ships must return the tapes within eight weeks of receipt. DCI (RN) 170

★ New forms

Discharge documents for Fleet Air Arm technical ratings will in future include new job description forms to replace the old style trade certificate. Separate forms will be available for each rate. DCI (RN) 169

★ Hey, sport!

An indication of the extensive range of sporting opportunities in the Royal Navy is given in the 1977 list of courses for proficiency, coaching and officiating.

From equitation to all the major activities, the openings are mainly for the more experienced players, but for coaching and officiating, interest and enthusiasm are the important requirements.

Individuals undertaking any of the courses are regarded as on duty, with full travel and subsistence entitlement. DCI (RN) 159

BELLS, BELLS, BELLS

"Realistic prices" are now to be charged for ships' bells disposed of by the Deputy Supply and Transport Officer (N), R.N. Store Depot, Archery Road, Woolston, Southampton, who announces details of the first sale to be held for seven years.

Applications may only be made by Service or ex-Service personnel, Sea Cadet and Sea Scout units, or schools.

Top price is for R.N.C. Dartmouth bell (£560), while other range from £30 to over £300.

Ship names include Aeneas, Acheron,

Alliance, Ambush, Andrew, Ariadne, Ark Royal, Ashton, Auriga, Aurora, Barmond, Belton, Berry Head, Brereton, Caprice, Cavalier, Centaur, Conqueror, Cook, Corunna, Crossbow, Delight, Devonshire, Diamond, Eagle, Falmouth, Forth, Fulmar, Grenville, Houghton, Jufair, Leopard, Lion, Lochfyne, Loch Ruthven, London, Malcolm, Oakal, Owen, Palliser, Puma, Puncheston, Rapid, Samsonia, Scorpion, Terror, Tiptoe, Tyne, Ulster, Undaunted, Venus, Vigilant, Volage. DCI (RN) 219

STUDY EQUITATION
For details of Courses
see DCI (RN)



"Not for me — I never was any good at 'rithmetic!"

★ Horses courses

Now that the Royal Navy has a superb riding school at H.M.S. Dryad, near Portsmouth, interest may be expected to grow in the art of equitation.

Details are announced of courses to be held at equitation schools in the U.K. for students of all ranks from the three Services. R.N. applicants should write to the Hon. Secretary, Royal Naval Saddle Club, Captain Weapons Trials, Whale Island, Portsmouth. PO2 8EP.

Students attend the course on leave, with attachment to the sponsor unit for ratings. DCI (RN) J 178

★ Well surveyed

The Shadwell Testimonial Prize for 1976 has been awarded to Lieut.-Cdr. J. Draper for his survey of "The Approaches to Rothera Point," carried out while serving on board H.M.S. Endurance. DCI (RN) 167

More DCIs

★ Leadership

Courses in Christian leadership have been arranged for a period from April to July, at the Royal Air Force Chaplains' School, Amport House, Andover, Hants.

DCI (RN) 190

★ The vote

Continuous registration of Service men and women for voting purposes has now been re-introduced by a regulation which also decrees that the wives of Service men (or the husbands of Service women) are to be officially regarded as Service voters.

Details of the changes were given in the April issue of Navy News.

DCI (RN) J 200

★ Pilgrimage

Following the success of the 1976 pilgrimage to Walsingham, a Roman Catholic Combined Services Pilgrimage will be made to Aylesford on September 17 this year, open to all Service personnel (active, reserve, or retired) and their families.

Details are available from "Aylesford Pilgrimage", USCA, Duke of York's HQ, Chelsea, London, SW3 4RX."

★ Is it necessary?

The slogan, "Is Your Journey Really Necessary?" is back again in bold lettering, as the Royal Navy intensify the economy drive — aimed at making savings without harming basic conditions or service or the purchase of essential equipment.

In practical terms, it is hoped to cut out one in five of duty trips and overnight stops.

Temporary duty travel (home or overseas) is to be approved only when the journeys are essential to the conduct of public business, and the announcement specifies a whole range of tightening-up measures.

DCI (RN) 208

★ SAFAB DCI

The new Naval Personal and Family Service, described in the April issue of Navy News, is now the subject of a formal announcement giving all the details.

DCI (RN) 209

★ W.R.N.S. jerseys

Navy blue heavy wool jerseys, and limited supplies of shoulder badges of rank, are now available for W.R.N.S. officers, the jerseys being of ribbed design with a "V" neck.

They are to be worn on ordinary working occasions with navy blue skirt, white collar-attached shirt, black tie, and tricorn hat. Fleet Analysis officers, however, can wear a beret and trousers.

If badges cannot be obtained from Service sources, they may be bought privately.

DCI (RN) 210

★ Hello, love . . .

"Hello love, this is me" . . . and what nicer surprise on a long deployment overseas to hear a "call from home" played on the ship's radio.

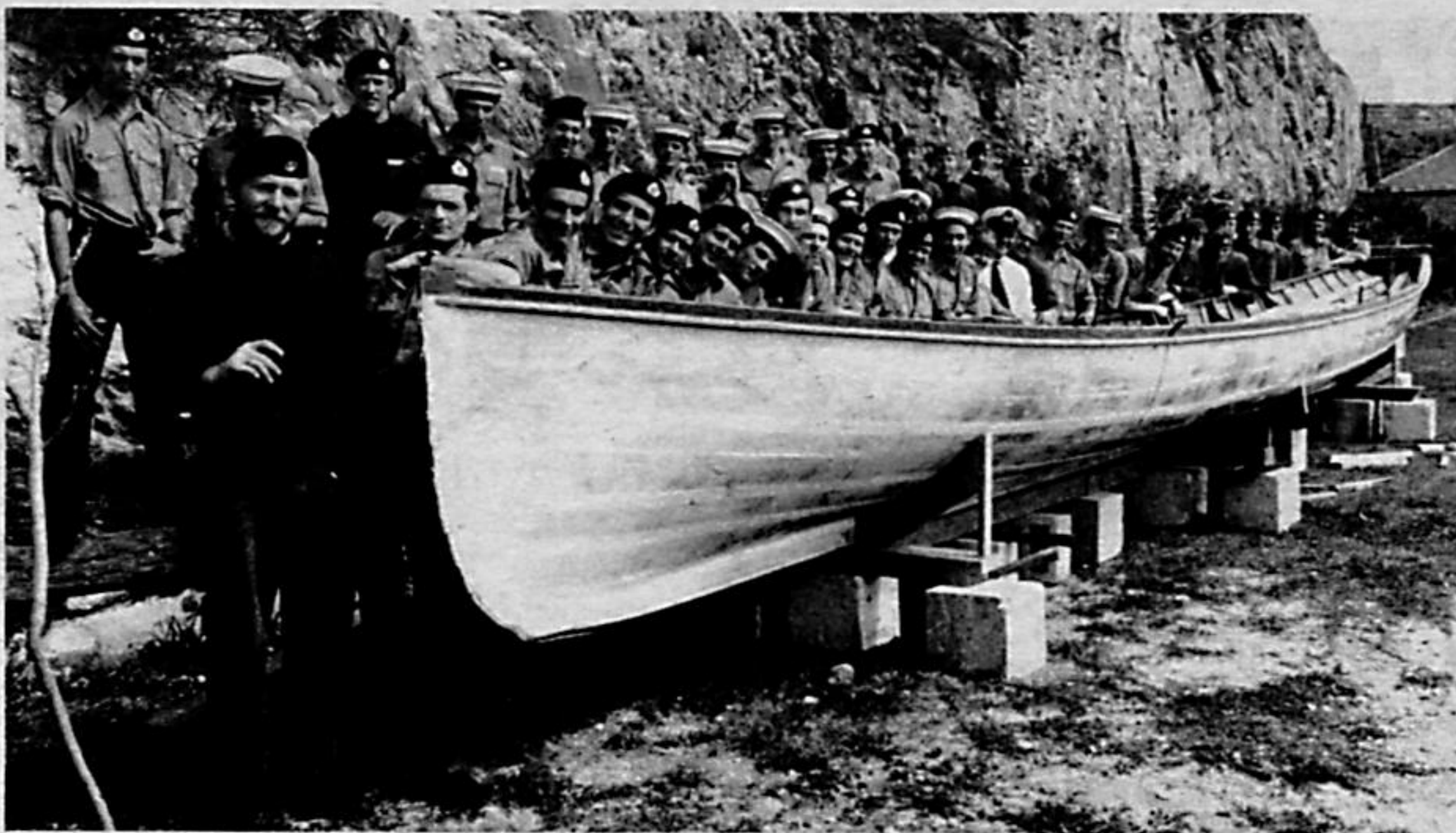
The programme is for the benefit of officers and ratings serving in ships abroad, and is made by the families and friends of a particular ship getting together at a convenient place to record messages and musical requests.

Ships on long deployment are nominated to participate by the Commander-in-Chief Fleet, convenient venues for recording sessions being arranged by the Director General Naval Personal Services.

DCI (RN) 171

★ Royal Tournament

The 1977 Royal Tournament will be held at Exhibition Building, Earls Court, London,



All hands to the l-o-n-g boat

One of H.M.S. Fearless's more unusual tasks while on her way home from her Dartmouth training deployment in the West Indies was to install an 80-year-old gig in the Bermuda Maritime Museum.

Many hands were needed to make light work of the 40ft. boat, which had to be transported 17 miles to the museum on Ireland Island. A party of sailors, officers under training and Irish and Welsh guardsmen from the ship (see picture left) lifted the gig on to a tank landing craft from the Fearless, and manhandled it half a mile to the museum at the other end of the journey.

The gig was a type used to take pilots out to incoming ships. Rowed or sailed by six to eight men, they ventured up to 50 miles from the land.

When a ship was sighted by a look-out on the highest hill, the crews observed strict secrecy to get into the water before another boat.

Photo: LA(PHOT)
Don Sidebottom.

Pilotage in those days was a question of "first come, first served."

The six oars and up to three sails gave the gigs a remarkable speed of up to 14 knots off the wind. They were in use until 1929.

● Back at Devonport, the commanding officer of H.M.S. Fearless, Capt. Lionel Bird, presented a cheque for £550 to the Guide Dog for the Blind Association. The money was raised by the ship's radio equipment staff who ran a "pay as you request" show.

Ops men have their chance for a say

The biggest occupational survey ever carried out by the Navy, involving the participation of some 12,000 men, gets under way this month. After months of preliminary research, interviews and meetings, a hefty questionnaire went off to the printers. Now comes the time for members of the Operations Branch, formed three years ago, to have their say over a wide-ranging field.

The document comes in three versions — one for shore establishments and all surface ships other than MCMVs; a second for MCMVs and diving units; and a third — and quite different — for submarine personnel ashore and afloat.

In its most complicated survey yet, the Naval Manpower Utilisation Unit has to provide job specifications for all rates from fleet chief to junior seaman or JRO, for all ten Ops sub-branches, and for all ships and establishments. It has to include the Seamanship, communal and general naval duties done by Ops men as well as their sub-branch duties (Sonar, missile communications etc.).

DISLIKES

The OPSURV 77 questionnaire also includes sections on job satisfaction (such as what you like and dislike most) and Service conditions (housing and separation among them).

Detailed information is being sought on several special subjects, such as which duties are done by all or several sub-branches, what facilities and organization are there for completing task books, how often are some seamanship tasks carried out, and what are the attitudes to advancement to leading and petty officer rates.

It all goes to explain why this is the largest questionnaire N.M.U.U. has yet produced, a little larger even than the Engineering Branch document. But take heart because only a proportion of the questions apply to each man, depending on his rate, sub-branch and draft. However, trial runs have shown that it takes up to two hours to complete.

In his foreword, the Director General of Naval Manpower and Training (Vice-Admiral A. D. Cassidy) says: "The Operations Branch was formed three years ago. We now need to review the experience gained since then to see whether any adjustments to the structure, duties and training of the Branch are required."

HONESTLY

In asking Branch members to answer questions as honestly and conscientiously as they can, he says: "This will help us to help you and enable us all to make this important branch as effective as possible."

As in previous N.M.U.U. surveys, the questionnaire does not require your name (perhaps the only thing it doesn't ask!). So it is completed anonymously and treated confidentially. Although it asks for your ship's name and for

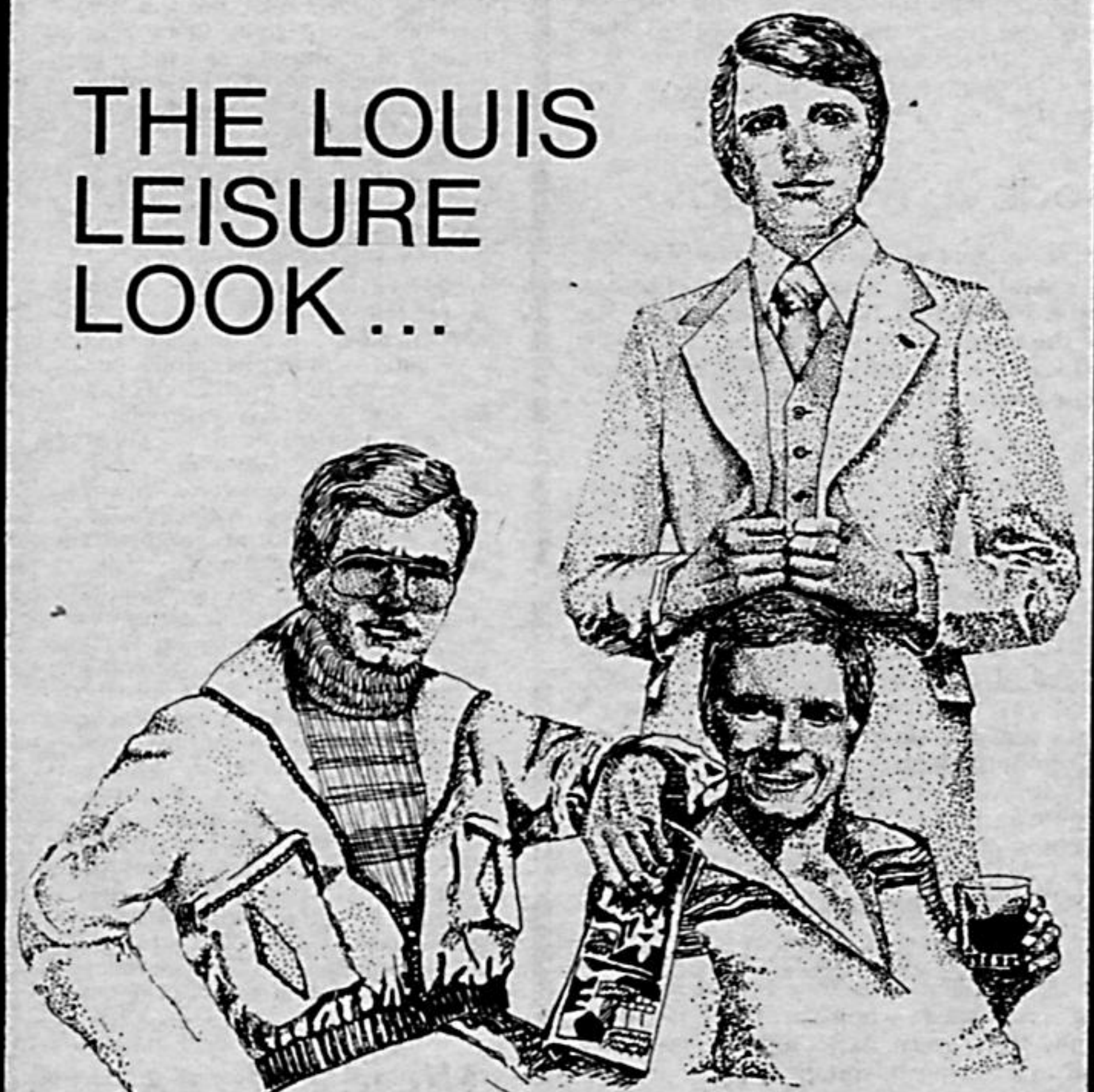
your rate and job, this is for N.M.U.U. internal classification use and the reports will not identify individuals or ships by name.

Where possible, N.M.U.U. senior rates will personally distribute the questionnaires to ships and establishments, which are

being asked to nominate a senior rating as survey co-ordinator. The hope is that ships and establishments will arrange set times and a place (for example, the dining hall) for Ops men to complete the questionnaire, free from distraction, and with the survey co-ordinator present to answer any queries.

What is stressed is that the answers should be personal opinions (and not those of the most strident voice on the messdeck). It is a chance to have your say.

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SW5, from Thursday July 14 to Sunday July 31.

Performances will be twice daily, including Sundays, other than on July 14, 19 and 26, when there will be evening performances only. There are no Monday performances.

Tickets for reserved seats can be obtained from the Royal Tournament Box Office, Warwick Road, Exhibition Building, Earls Court, SW5 (telephone 01 371 8141).

Prices of reserved seats are: £1.25, £1.75, £2.25, £3.25, and a limited number of £4. Unreserved seats, 75p.

★ Sub sandals

Submariners are to have priority in the introduction of new-pattern sandals having leather uppers and micro-cellular soles which have good non-slip properties, are oil-resistant and will not leave scuff marks on decks and floor coverings.

For users other than submariners, the new sandals will

be introduced progressively as present stocks are used up.

DCI (RN) 186

★ White shirts

White collar-attached shirts are being introduced for R.N. and R.M. ratings, made in polyester / cotton to the same design as those for officers, but without shoulder flaps.

The new shirts are for wear in place of the present optional white collar-attached shirts with Nos 2, 2N, 2B, and 7A dresses, and the present tunic-style shirt and separate collar with Nos 2 and 2N dresses and with No 1 dress (except on ceremonial occasions).

Tunic-style shirts and separate stiff collars are to continue to be worn on ceremonial occasions, although the possibility of relaxing this requirement is being considered.

Laundering instructions should be carefully followed to obtain the best wear from the shirts.

DCI (RN) 187



"Perhaps they'll give you a medal for filling in that questionnaire instead!"

NEWSVIEW

Greetings to Invincible

The spectacle of a major ship taking to water for the first time, inevitably a moment of fulfilment, promise and emotion, has added flavour when the vessel can lay claim to being the largest ship for a generation to go down the slip for Royal Navy service.

In the British twilight of the big aircraft carrier age, the emergence by Royal launching of a new-style flat top capable of operating the impressive jump jet as well as large helicopters, provides a fillip for the many whose hearts and minds tell them that air power at sea remains vital.

Good fortune to H.M.S. Invincible — and all who will sail in her.

Goodbye Mr. Biggs

Did he set foot aboard and should he have done? Could he have been "clapped in irons" and who would that have embarrassed? The tale of the Great Train Robber and the British warship has been intriguing a wide public during a month which began with April Fool's Day.

After meeting some ratings ashore down South American way — one report said he helped out over a spot of local language difficulty during a shopping expedition — the elusive Ronald Biggs was invited back to H.M.S. Danae, then vanished almost as rapidly as news of his presence spread.

His swift disappearing act when it was suggested it might be a good idea if he left, avoided any controversial depths of British territory and Brazilian territorial waters. As the Commons learnt later, there were no powers anyway to make an arrest, and no attempt was made to detain him during his 25 minutes on board.

One Commons jeer of "Make him walk the plank" was, perhaps, taking it a shade too far.

But what was also made clear was that ships' companies were encouraged to invite guests on board when in foreign ports, although they were expected to show discretion in offering hospitality.

Spelt out, too, was the dictum that Biggs would not be making a return visit to a British warship. Catching on to the spirit of things, the sailors returning to Rio de Janeiro after sea exercises sensibly failed to respond to an invitation to a party at Biggs' home.

So faded any thoughts in suspicious minds that what someone had devised was a latter-day Press Gang job and a quick dash up Channel with a wanted man below decks. But there was no stopping the cheeky cartoons like, "Can we have our ship back, Mr. Biggs?"

Guardians of fish and fuel

With patrol of offshore energy installations and fishery protection duties today forming an important part of Jack's sea time, questions are often posed on the vulnerability of the platforms in both peace and war, and on the ability of the Fleet to police the seas for fish poachers.

With the dramatic blow-out on an oil well in the Norwegian sector of the North Sea, even more attention has been focused on the problems.

No one is going to pretend that isolated targets like oil and gas installations are going to be easy to defend in wartime and the suggestion sometimes put forward of point defence missile systems is not regarded as either economically or militarily viable. As with many other problems at sea, area defence is seen as the only practical solution and this is what forces of the NATO Alliance can provide.

But what are the likely threats in peacetime? Far and away the most significant is the possibility of accidents — and the production platform drama in the Ekofisk field, with large-scale oil spillage, provides a prime example. Other possibilities are structural collapse of a platform, damage caused by ships colliding with installations and the loss of helicopters servicing the installations.

The fact that there were more than 35,000 helicopter sorties — many of them carrying up to 26 passengers — in one year provides some idea of the scale of the problem. While Search and Rescue is catered for by the normal SAR organization, the Navy would, within the limits of its resources, provide all possible assistance in any other disaster, although strictly speaking it is a commercial responsibility. An 18,000-ton fire-fighting ship, the Forties Kiwi, is maintained by BP in their Forties Field, equipped to combat accidental oil pollution as well as major fires.

Hijack threat

Another potential threat is terrorism, although the effective hijacking of a structure probably bigger than St Paul's Cathedral — with its lowest deck some 80 to 100ft. above the North Sea and populated by tough oil men — sets a seemingly formidable problem.

Warships and aircraft have the task of providing the deterrent. As well as specific energy field patrols, ships in transit are routed through the fields and R.A.F. aircraft overfly each installation regularly. The Island-class ships have their part to play as patrol vessels, but

in the event of a hijacking, other forces, drawn from the warships and R.F.A.s always in the North Sea area, would be called in. Naval aircraft and elements of the Royal Marines are at constant notice.

The fishery protection effort, which is divided between offshore and coastal waters, will by the end of 1977, have a ship force comprising five new Island-class ships (Jersey, Orkney, Shetland, Guernsey and Lindsfarne); eight mine counter-measure vessels; H.M. ships Tenacity, Kingfisher and Cygnet, and six vessels from the Department of Agriculture and Fisheries, Scotland.

Nimrod aircraft of the R.A.F. carry out about 180 hours flying

time a month, and other aircraft, including R.N. helicopters, are available to assist. While the Island class is building, frigates will fill the gap and are already on patrol. Command and control of all these R.N. and R.A.F. forces is exercised through Joint Maritime Headquarters at Pitreavie.

Good value

The area of sea enclosed by the new 200-mile fishing limits is about 270,000 square nautical miles and the offshore patrols are designed to cover activity over the whole area. At least three ships — Islands or frigates — are at sea at any one time, and Nimrod sorties take place

nearly every day. Depending on the density of fishing activity, a Nimrod can cover between 500 and 5,000 square miles an hour.

There are four main patrol areas — Fair Isle, Dogger, Sole and Rockall — while coastal waters are patrolled by the Home Division of the Fishery Protection Squadron.

The Island class has come under some criticism, particularly regarding speed. In reply, it is pointed out that they are regarded as useful ships, with good sea-keeping qualities and endurance which are essential characteristics for work in the foul weather of Northerly waters. The point is also made that neither high speed nor heavy armament should be required in policing an internationally-agreed fisheries regime and that, if the need arises, faster ships can be called up.

Of 1,300 tons displacement, the Islands are each fitted with a Bofors gun and can make 16 knots. Total cost of the five ships is about £17½ million — and at less than the cost of only one frigate they are regarded as a bargain in today's terms.

Meanwhile, the potential of hydrofoils and hovercraft is still being studied.

NEW OFFSHORE CHART

A new chart illustrating current offshore oil and gas operations on the north west European continental shelf has been published by the Hydrographer of the Navy. It shows the location of offshore oil and gas discoveries, pipeline routes, platform construction sites, offshore supply bases and rescue co-ordination centres.

Although primarily intended as an aid to those connected with the offshore industry, the chart also contains information of general interest to mariners. It costs £3 and is available from Admiralty chart agents.



North Sea "resting place" for a Royal Navy helicopter. The Wasp is pictured on a gas rig in the Frigg Field while its "mother" frigate, the Leander-class H.M.S. Charybdis, passed by on fishery protection duties.

Photo: LA Paul Hopley

BIRMINGHAM 'UP THE ICE'

Heading for her Arctic trials, a greasy-looking H.M.S. Birmingham literally slipped out of Portsmouth Harbour — deliberately transformed from her normally smart appearance as the new Type 42 guided missile destroyer.

Bridge screen and other forward surfaces had been liberally applied with brown anti-frost matter and everything on the upper deck required to move was either shrouded in vinyl plastic sheeting or smeared with grease.

On the way to Rosyth to join forces with H.M.S. Arrow and R.F.A. Olna, the Birmingham was involved in an air defence exercise in the North Sea and later exercised with the other two ships after leaving the Scottish port.

Soon after reaching the trials area off Bear Island a pipe was made to announce the proximity of a polar bear. It was not a hoax and those who took binoculars to the bridge were rewarded with the sight of an angry animal taking ineffective swipes at the Arrow's helicopter as it disturbed the Arctic peace.

Smooth

Trials started in air and sea temperatures below zero and continued for the next eight days as weather conditions remained suitable. Ministry assessment is still awaited, but the trials appeared to prove that the Type 42 can operate successfully in Arctic conditions.

The ship quickly became covered in a layer of ice — but any Christmas card similarities were dispelled when trials officers from D.G. Ships ordered ice removal teams out as each inch of ice took its effect.

Long hours were worked by those involved in the trials, but so smoothly did they progress that three unexpected days were spent in Rosyth before the destroyer made a scheduled visit to Den Helder, the Dutch Naval Base.

A successful Families Day was held on the ship's return to Portsmouth. For the 380 guests embarked there were a number of demonstrations, including a jackstay transfer with H.M.S. Rothesay and a display by two Hunter aircraft.

Among those courageous enough to transfer to the Rothesay were Mrs. Mary Evans, wife of the Birmingham's first lieutenant, Lieut.-Cdr. David Evans, and Deirdre Symons, daughter of the commanding officer, Capt. P. J. Symons.

While the commanding officer of H.M.S. Newcastle, Capt. J. J.

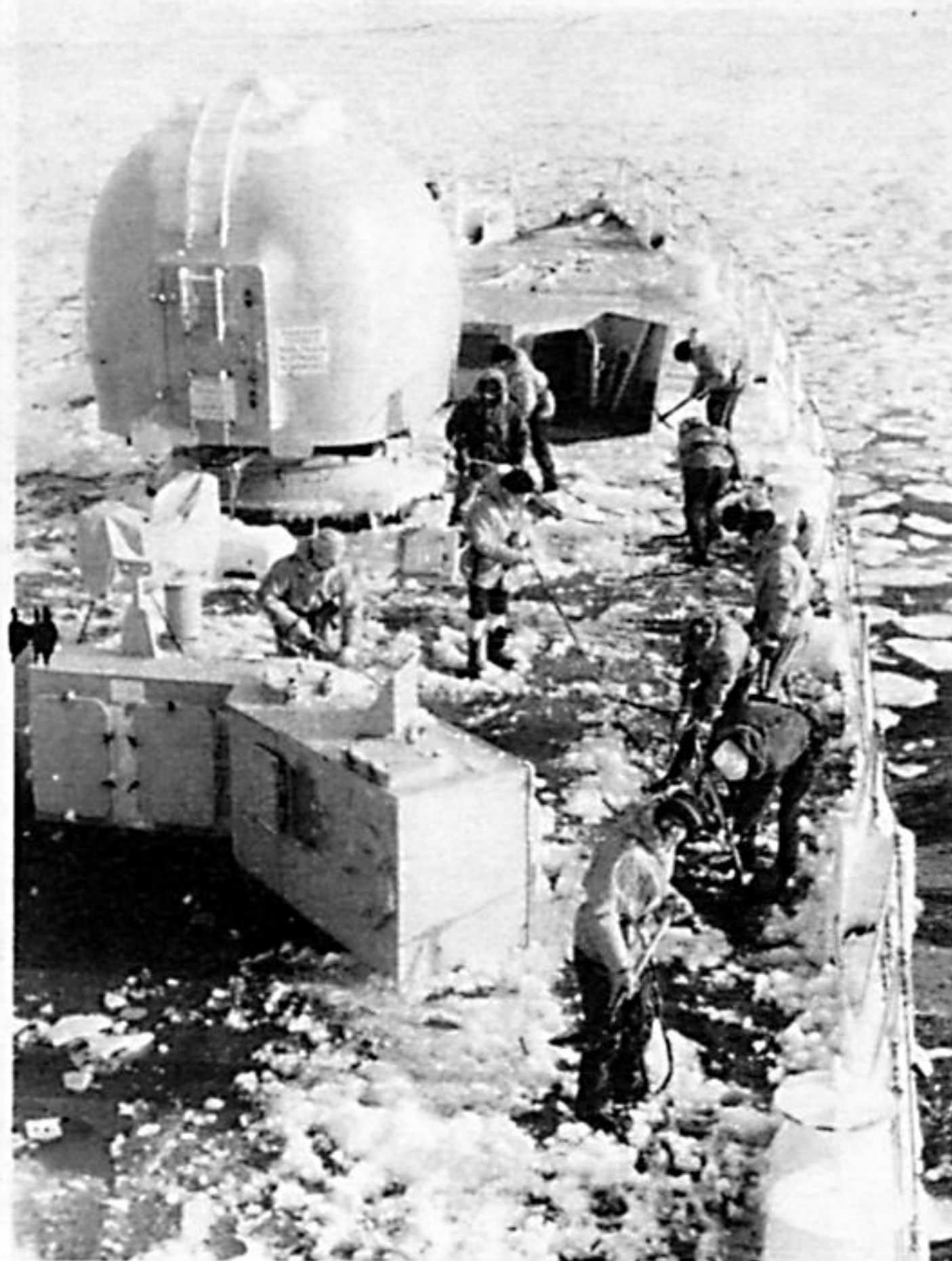
R. Oswald, was doing a maritime tactical course at H.M.S. Dryad, he arranged to present his ship's crest, and those of H.M. ships Birmingham and the Sheffield, to Dryad's Boxer Squadron, whose four training divisions are named after the new Type 42 destroyers, H.M. ships Newcastle, Birmingham, Sheffield and Coventry.

SAFAB kept busy

More than 800 enquiries have been handled in an encouraging first month for the Navy's newly established Sailors' and Families' Advice Bureaux.

Since opening on April 1, the SAFABs at Portsmouth, Plymouth, Rosyth, Faslane and Chatham have dealt with a wide-ranging flow of enquiries, many from wives, fathers and mothers, as well as sailors themselves.

Diverse topics handled have covered comparatively simple travel queries to more involved matters, some of which have — with the agreement of the people concerned — been channelled to appropriate experts inside or outside the Service.



An ice-removal party is pictured at work on H.M.S. Birmingham during the ship's trials off Bear Island in the Arctic circle.

Colourful Kent

The rededication of H.M.S. Kent in Portsmouth Naval Base on April 21 was a colourful affair.

The guided missile destroyer, bright and gleaming after her six-month refit, was dressed overall to mark the Queen's birthday when the guest of honour, the Duchess of Kent, arrived on board in a glowing red helicopter of the Queen's Flight.

To add even more colour to the occasion the Duchess wore a lime green coat and floral hat.

LAUNCHED

Launched in 1961 and commissioned by the Duke of Kent's mother, the late Princess Marina, in 1963, the ship was recommissioned by the present Duchess of Kent in 1972.

After the rededication service the Duchess cut an iced cake with the assistance of the youngest member of the ship's company.

Junior Seaman Robert Rollins (17). She then went on board to meet other members of the crew.

Minutes after the Duchess had left the ship firemen arrived to deal with a blaze which destroyed a quantity of toilet rolls. Despite the thick smoke, which forced one team to wear breathing apparatus, the fire was described as minimal.

● A new pair of Invicta horses has been donated to H.M.S. Kent by the Association of Men of Kent and Kentish Men to replace those which disappeared during a visit to Gibraltar. They were made from the original patterns by LCP Foundries Ltd., of Canterbury, and accepted on behalf of the ship by Lieut. Brian Lloyd, whose home is at Maidstone.

Welcome visitor

During the Ideal Home Exhibition at Olympia many visitors were entertained on the Royal Navy stand, but none was more popular than Sarah Long, of Bath, who is Miss England 1977. She is seen here with Naval Airman Eggington (lower left), CPO Outlaw, OEM Murphy, Sub-Lieut. David Parrish, and Lieut. Douglas Steadman.



Short cut Britannia

After the excitement of the royal tour of the Pacific islands, Australia and New Zealand, H.M.Y. Britannia took the shortest possible route back to the United Kingdom via Diego Garcia and Malta.

After her scheduled return to Portsmouth on May 2, preparations were due to begin for the Queen's Silver Jubilee celebrations. The Queen and the Duke of Edinburgh returned home from Australia by air.

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An even higher note

The single-engined helicopter world baggage-playing height record has been broken by Midshipman C. W. Gray flying in a Wasp of H.M.S. Achilles Flight, just three months after the record was set by H.M.S. Yarmouth.

To make sure of the record the Achilles Wasp, flown by Lieut. C. J. Twyman and with LACMNP A. Teasdale as flight observer, climbed to a height of 10,631ft. (10,000 pressure altitude) above sea level — exactly twice the height achieved by Yarmouth's Wasp.

SLANT RANGE

The measurement was achieved with a weapon tracking radar and, for the edification of the technically-minded, "gave a slant range of 53,550 feet at an elevation of 11 degrees 27 minutes."

A few days earlier Lieut. Twyman, serving his second commission in the Achilles, clocked up his 1,500th deck landing on board — an achievement which somehow managed to coincide with the 5,000th deck landing recorded by the ship's Flight.

A picture of two Jerseys



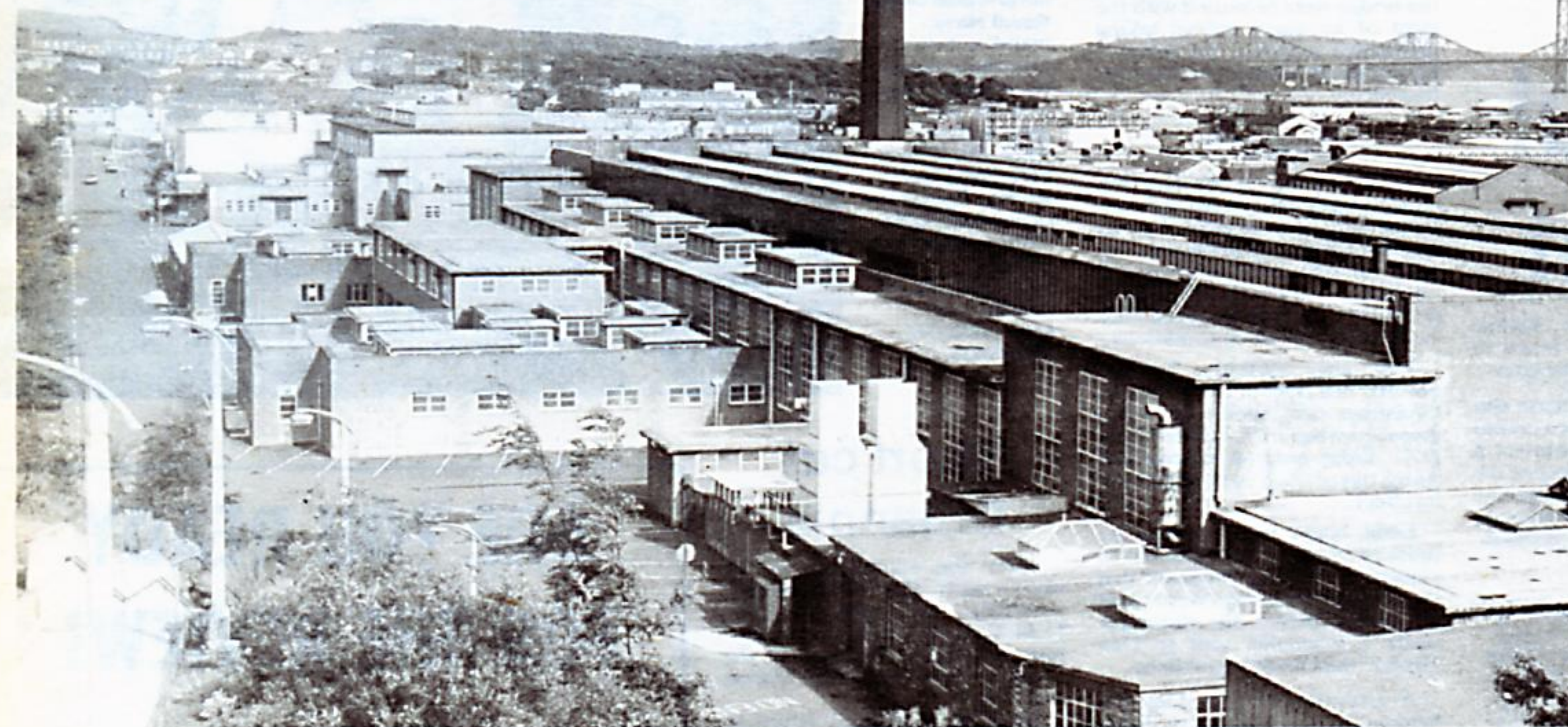
Here's a picture which will find a place in the records of H.M.S. Jersey, the Royal Navy's first Island-class offshore patrol vessel. It records her first visit to the Channel Isle after which she is named and shows her against the background of Elizabeth Castle in the harbour at St. Helier.

Picture: CPO(Phot) Tony Wilson

INSIDE STORY...



Above: The inside story of turbines... Instructor MEA1 Bert Greenough explains some of the finer points to Chief Petty Officer Apprentice John Knight. Below: Outside scene... The famous Forth Bridges are visible in this general view from the upper level to the lower level of H.M.S. Caledonia, with "The Factory" in the foreground.



HOME OF THE T

Situated on the north bank of the Firth of Forth in Fife, Scotland, within sight of the impressive road and rail bridges, H.M.S. Caledonia is a small, friendly training establishment where Royal Navy apprentices (those selected to specialize in marine engineering) learn to operate and maintain some of the most modern and diversified marine propulsion machinery in the world.

The story of the present Caledonia opened on April 23 1937 when the first apprentices boarded the floating training ship in Rosyth Dockyard which was to be their home until the new shore establishment was built about two-and-a-half years later.

Since then more than 30,000 young ratings, now known as Marine Engineering Artificers (MEA), have left Caledonia to join their first active unit of the Fleet after what is claimed to be the finest engineering training available anywhere in Britain.

Every selected budding naval artificer between the ages of 16 and 21 starts his apprenticeship at H.M.S. Figgard, where the one-year initial course is split into three terms and intakes are at intervals of four months. The apprentices who are selected to become MEAs in preference to being electrical or air artificers, then spend the next two years and four months at H.M.S. Caledonia.

During these seven terms training is divided into four main sections with the emphasis on craft and technical training. Craft covers fitting and turning or metal working, and workshop technology and is designed to cover basic requirements for application at sea. Technical training covers marine engineering, ship construction and theoretical and practical engineering in subjects ranging from turbines to refrigeration.

The other two sections are engineering theory which includes mathematics, mechanics, applied heat and liberal studies, and general service training which takes in the physical, expedition and leadership activities aimed at widening an apprentice's interest and developing the "whole man."

It's said that a tiff is always willing — to professional qualifications and his ability to remain undoubtedly given him a special place in the Eng reflected in the slogan "Send for a Tiff."

Socially, too, tiffs have tended to keep their own to recall that in the old days this had something and soot), but no one can deny that the tiffs have levels of both Upper and Lower Decks.

H.M.S. Caledonia, the R.N. Engineering School, high standard of training and the proud tradesmen joined by some "old boys" to celebrate the 40th anniversary aims to take readers into the "Home of the Terrib

Expedition training comprises hill walking, rock climbing, ski-ing, sailing and canoeing. Lecture instruction includes that on banking, insurance and investment, and medical and personal hygiene.

Shipboard training is carried out in progressive stages. In H.M.S. Duncan, the attached harbour frigate in Rosyth Dockyard, the apprentices spend a small part of their early terms consolidating classroom instruction. Although this ship remains alongside the harbour wall, apprentices learn at first hand what life is like on board and carry out their initial watch-keeping duties.

Term Nine is spent in H.M.S. Eastbourne, a converted Type 12 anti-submarine frigate in which they go to sea, often for quite long periods, with visits to foreign ports making a welcome break to the training routine. It is during this time that experience is gained in operating a main propulsion unit leading to the award of the Auxiliary Machinery Certificate.

Back in Caledonia for their last term, final revision leads to the passing-out technical examinations and trade test before joining their first ship.

Two levels

H.M.S. Caledonia stretches over 40 acres with another 60 acres of sports fields. Its appearance shows signs of change although many of the original 1939 buildings still remain.

On two levels, the site is completely self contained with all sleeping, messing, working and recreational facilities close at hand. It is the buildings on the upper level which illustrate vividly the contrast between old and new. To the west, built on a 200 yard wide strip of additional land,



Apprentice Sid Poole completes his gas weld piece.

are the newer buildings. There are six three-storey accommodation blocks, each containing cabins, which were built in 1970 and named Anson, Benbow, Drake, Exmouth and Fife. The blocks have accommodated up to 480 apprentices, with two used to provide accommodation for visiting companies, including foreign ones.

On the site of the old blocks is now an amenity completed in 1970 and a central galley with its own shops, staff accommodation, shop and bars for junior apprentices. Most of the buildings on the top level date from 1939, including Nelson church, sick bay, administration and the schoolrooms.



Above: Enjoying the "home comforts" of their cabin at Caledonia are Apprentices Hughes, Cheeseman, and Robinson. Right: Junior ratings can also relax in their "night spot", the Caledonia Club. This picture features the bar area.

Every chance is taken to encourage leadership potential at H.M.S. Caledonia, through resource and initiative training. Expeditions come under this heading. Apprentices undertake at least one expedition per term during their time at Caledonia ranging in duration from a week-end to ten days. Normally these take the form of hill walking or orienteering, but in the eighth term an aspect of assistance to the community is introduced with the onus of planning and execution of the task resting upon the apprentices.

Among the notable tasks undertaken were the reconstruction of a derelict (on the southern shore of Loch Rannoch) an "all mod cons" expedition centre, bothies (shelters) considered to be 4,000ft. up in the Cairngorms; bridge the surveying of a large part of a 3 at the request of the local authorities can be completed within the allocated requests for assistance are carefully



Recreational facilities at H.M.S. Caledonia are reckoned to be among the best in the Royal Navy. There are 60 acres of playing fields, a 400 metre six-lane cinder running track, four hard-surfaced tennis courts, two squash courts, a 100ft. eight-lane heated indoor swimming pool, a fully equipped gymnasium, an indoor .22 rifle range, 30 metre outdoor full bore range, and a four-lane skittle alley. Inter-divisional sport takes place

throughout the week and Caledonia is much in demand to take part in the various local leagues.

The list of activities open to the apprentices is long and varied. In addition to the regular sports, Scotland's hills afford the opportunity to ski, mountaineer and orienteer, while the rivers and lochs are ideal for sailing, water skiing, sub aqua diving, and angling. The establishment has its own saddle

club and for the there are para facilities. Indoor represented, theatrical social good publicity. mood, the all-v pipe bands, in establishment many charity tattoos and have in the Royal Court.

ERRIBLE TIFFS!

all you how good he is! The artificer's calm and reliable in an emergency have the Room Branch. These qualities are also

company (unkind non-tiffs might be tempted to do with the distinctive smell of grease always commanded great respect from all

Rosyth, has long been recognized for its products. In April the apprentices were versary of the establishment. This feature 'Tiffs' . . .

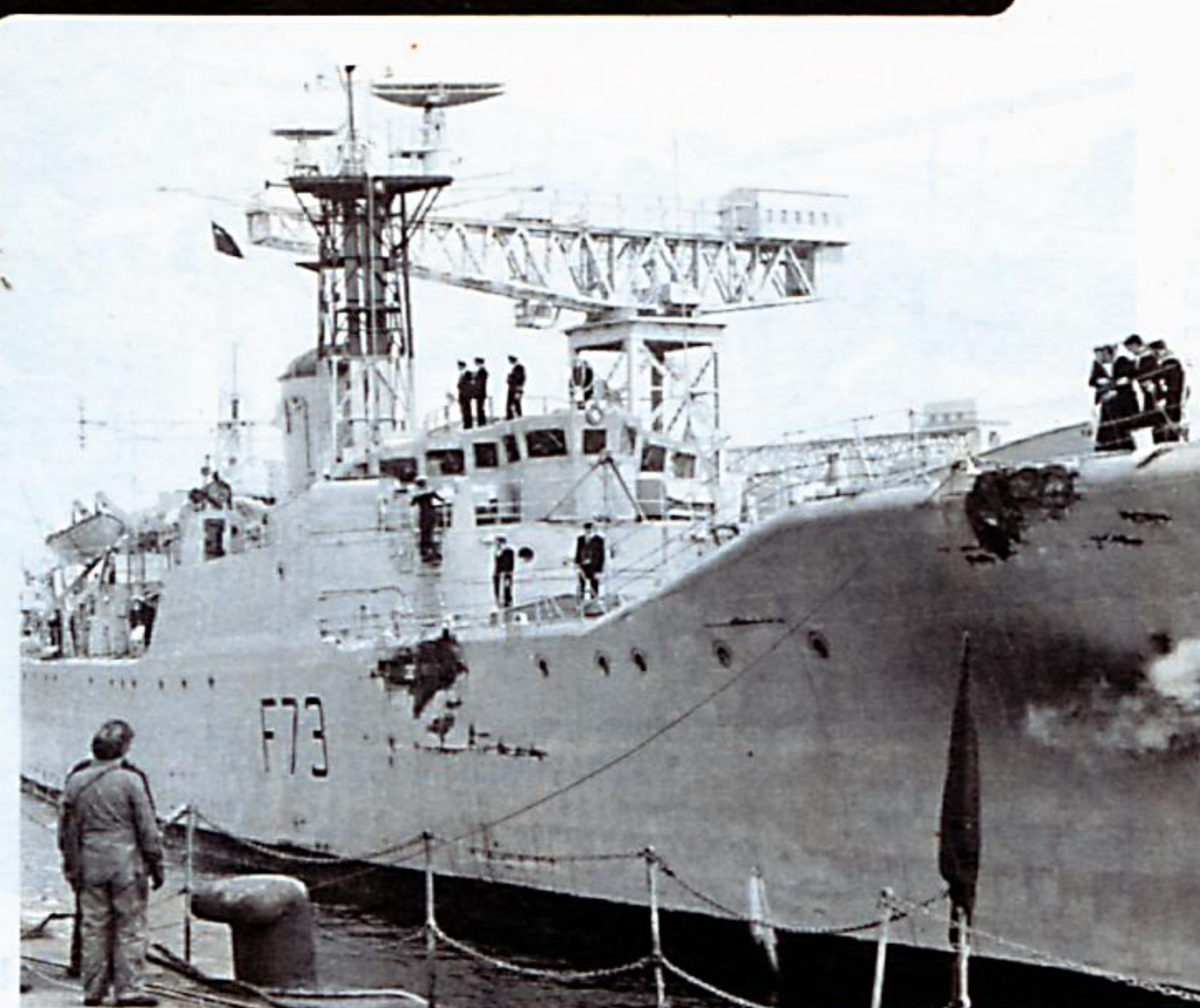
exception is the laboratory block, dated 1950.

Conversions have allowed Caledonia to accommodate up to 600 school and various sea cadet courses per year for weekly insights into the training of apprentices, as well as to provide a first-class junior ratings' "night spot," the Caledonia Club.

'Most modern'

Apart from a skittle alley built about 20 years ago and an additional workshop opened in 1961, the lower level site is much as it was in 1939. At this level is the main workshop housing a vast fitting and turning section, sheet metal, coppersmithing, electric and argon arc welding, gas welding and heavy plate areas, with a comprehensive technical section covering every aspect required in basic training. The woodwork and boat workshop boasts the most modern woodwork machinery section in the Royal Navy.

Other buildings on this level are the gymnasium and swimming pool complex, wardroom and guardroom.



BIG SHIP . . . SMALL 'SHIP'

Above: H.M.S. Eastbourne, Caledonia's attached sea training frigate, is pictured above returning from one of the last cod war patrols in Icelandic waters. Her return on this occasion exercised the apprentices' damage control skills — and rewarded them with the largest halibut (a gift from one of the trawlers) the lads had ever seen!

Right: Apprentices Tom Skillicorn and John Simpson put in the seat of a glass fibre canoe which they built in the specialized workshops as part of their study in this modern subject.

Left: MEA Apprentice Neil Sanderson carefully measures up his job before machining commences.



H.M.S. Caledonia is the fifth "ship" to bear the name. The original Caledonia was a first rate wooden battleship, built at Plymouth and launched in 1808. A large ship with a displacement of 2,616 tons, 120 guns and a complement of 875 men, her first commission was as flagship of Admiral Gambier in the Channel Fleet. The following year the Caledonia won her only battle honour, at Basque Roads. After more battles against the French she ended her days in 1857, when she was renamed H.M.S. Dreadnought and took over as a hospital ship at Greenwich.

The second Caledonia was built at Woolwich and launched in 1862. A screw, iron-cased ship displacing 4,125 tons and having 24 guns, she was commissioned in 1865, but only had a short time as an active battleship before being recommissioned in the Mediterranean as a private ship in 1869. In 1875 she returned to England and was put into reserve at Devonport.

The third Caledonia, originally H.M.S. Impregnable, was a second rate ship of 2,406 tons. Launched in 1810 she was renamed Caledonia in 1891, after a long and varied career. Until being paid off in 1906 she was used as the first boys' training ship in Scotland.

Most interesting of all was the fourth Caledonia, which was originally the German liner, Hapag's Bismark, and the largest ship afloat at that time. She was taken as a prize at the end of the First World War and renamed Majestic, becoming part of the Cunard White Star Line, before being sold for scrap in 1936. However, the Admiralty decided that she would provide excellent training facilities at Rosyth until a permanent shore establishment could be built and offered to buy the ship from the breakers. After hard bargaining it was agreed to exchange her for the equivalent tonnage of old warships — no fewer than 24 frigates and destroyers.

Converted by Thornycroft in Southampton at a cost of £472,000, the Majestic left under tow for Rosyth on April 8, 1937, arriving on the 10th. On the 23rd she was commissioned as H.M.S. Caledonia, providing training facilities for some 1,500 boy seamen and 500 artificer apprentices.

In September 1939 the trainees were transferred to shore accommodation and the Caledonia was towed to a mooring in the Firth of Forth where extensive alterations were to be carried out. However, on September 29 she caught fire and was gutted. Her remains were sold back to the ship-breakers in March 1940.

in recent years water mill at Doll (h) turning it into the removal of dangerous, from building, and even -acre loch in Fife provided the task time scale, all considered.



on adventurous, tie and gliding clubs are well the amateur receiving much in a gentler inter brass and dition to their ta, perform at m's, golas and even taken part nment at Earls



Apprentice Simon Baker and Wren Jill Darking enjoy the luxury of the heated indoor swimming pool, under the watchful eye of the duty lifeguard, Apprentice Ted Edwards.



ON THE FACTORY FLOOR

The busy scene inside the main workshop complex, generally known as "The Factory," showing marine engineering artificer apprentices under instruction.

Norfolk puts in for a polish

After nearly two years without a docking, H.M.S. Norfolk has returned to Portsmouth to start a lengthy refit. Stores, books, ammunition and crew have moved ashore to allow a programme of work to be carried on unhindered over the next 43 weeks.

The guided missile destroyer has steamed more than 60,000 nautical miles during the last two years and, not surprisingly, has slowed down under the influence of all the matter clinging to her bottom.

Her reliability has said much for the engineering staff on board, led by Cdr. Mike Cooper and Cdr. Keith Estlin.

"We were not without our problems last year when the main gear train failed, but since that time things have functioned remarkably well," says Cdr. Cooper.

The Norfolk's last deployment was with Standing Naval Force Atlantic. She also acted as the flagship of Flag Officer First Flotilla.

During the refit, the ship's company will be making the most of their shore time with organized expeditions, courses and visits to prepare them for the next deployment, expected to start in mid-1978.

AVONMOUTH VISIT

After a recent visit to Avonmouth, the Norfolk was able to provide sea experience for a dozen Sea Cadets and sons of officers and men serving on the ship. A strong westerly swell on passage to Portsmouth caused

some distress to the guests, all of whom appreciated the trip even if they did not actually enjoy it.

While at Avonmouth the Norfolk was visited by three Wrens from the Defence computer training centre at Blandford in Dorset. LWREN Joan Harris, WREN Evelyn Stark and WREN Dawn Campbell, who analyse weapon records, have all been involved with the ship during computer projects.

OLD CRUISER

Another Avonmouth visitor was Mr. Ted Wright, father of Lieut. Nicholas Wright, the ship's Deputy Supply Officer. Mr. Wright was an assistant navigator on the previous Norfolk, a cruiser, during the last war.

Right — H.M.S. Norfolk's engineers are justly proud of her reliability so asked their commanding officer, Capt. Bill Canning, to do the honours when it came to setting the gas turbine engines in motion for the 50th time without a failure to start. Pictured admiring his captain's expertise in starting the engines is CPO Derek Donald, senior rating in charge.



Below — S.S. Great Britain, Brunel's famous iron ship now being restored at Bristol, was visited by a party of H.M.S. Norfolk's shipwrights who overhauled the windlass, a man-powered device for pulling up the anchor. Pictured from left to right are CPO Gordon Avey, CPO Len Monk, CPO Terry Garty, and CPO Eddy Gregson, who worked on the 130-year-old windlass for three days.

Ungrateful flier on Wilton

H.M.S. Wilton has received some shabby treatment from an ungrateful pigeon. When the bird made a landing on the ship recently it was fed and feted, and then prepared for a regal send-off.

The MCM vessel went to flying stations — no smoking abaft the mainmast, no gash to be ditched, firefighting party dressed and ready — and placed the pigeon in a catapult rigged from a length of rubber. A "Rotors Running Refueling" was carried out successfully by feeding the pigeon a handful of rice while it was in the catapult.

OPINION

Unfortunately, the pigeon refused to take the hint and stayed put. A few days later it flew away without warning, confirming the ship's company in its opinion that the pigeon had acted like a typical flier.

H.M.S. Wilton joined Standing Naval Force Channel in January and has since visited Flushing (Netherlands), Harwich, Ostende, Rosyth, and Neustadt, Keil and Olpenitz in West Germany.

LEAVE

More recently she has been in Portsmouth for a leave period, before rejoining the NATO squadron until the Jubilee Review at Spithead in June.

An interesting feature of the Standing Force is that members of the various ships' companies exchange ships for short periods. It has become no surprise on the Wilton to find a Dutch signalman on the bridge, a German engineer in the machinery spaces, or a Belgian steward in the wardroom.

Norfolk's pedallers

When H.M.S. Norfolk sailed from Avonmouth for Portsmouth to start her refit she left behind three members of her company. But LS Tansey Lee, AB Willy Wildeman and AB Dave Bruce had not missed the boat.

While their ship was steaming to Portsmouth, the three men were pedalling in roughly the same direction. Their efforts earned £190 for the Norfolk and Norwich Homes.

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:—

Kim (16), 5ft. 2in., single, brown hair, Southend-on-Sea.
Gillian (16), 5ft. 3in., single, brown hair, blue eyes, Bristol.
Betty (55), 5ft. 5in., divorced, brown hair, blue eyes, Faversham, Kent.
Beverley (24), 5ft. 3in., single, brown hair, blue eyes, Saltburn-by-Sea.
Beverley (16), 5ft. 2in., single, blonde hair, blue eyes, Bristol.
Deborah (16), 5ft. 4in., single, brown hair, green-blue eyes, Bristol.
Carmen (16), 5ft. 4in., single, brown hair, brown eyes, Portsmouth.
Coral (19), 5ft. 7in., single, fair hair, blue eyes, slim, Oxford.
Carol (16), single, brown hair, brown eyes, Bristol.
Carole (21), 5ft. 4in., single, brown hair, grey eyes, London.
Caroline (16), 5ft. 4in., single, black hair, blue eyes, Plymouth.
Cindy (18), 5ft. 3in., single, brown hair, blue eyes, Ipswich.
Dawn (17), 5ft. 5in., single, brown hair, blue-green eyes, Lancaster.
Deb (16), 5ft. 5in., single, brown eyes, auburn hair, Portsmouth.
Debbie (17), 5ft. 2in., single, brown hair, brown eyes, Bedford.
Gillian (17), 5ft. 3in., single, brown hair, hazel eyes, Bedford.
Debra (20), 5ft. 9in., single, brown hair, blue eyes, Chichester.
Diana (30), 5ft. 2in., single, blonde hair, blue eyes, Walsall.
Donna (25), 5ft. 2in., single, blonde hair, blue eyes, Poole.
Doris (35), 5ft. 7in., single, brown hair, green eyes, two children, Oldham.
Edwina (27), 5ft. 5in., divorced, brown hair, blue eyes, 2 sons, Gloucester.
Eileen (35), 5ft. 3in., divorced, blonde hair, blue eyes, Ellesmere Port.
Elizabeth (19), single, blonde hair, blue eyes, Beckenham.
Hilda (19), 5ft. 4in., single, dark hair, blue eyes, Peterlee.
Jackie (15), 5ft. 8in., single, brown hair, brown eyes, Dorchester.
Jayne (21), 5ft. 5in., single, fair hair, blue eyes, Manchester.
Jeanette (16), 5ft. 4in., single, brown hair, blue eyes, Gillingham.

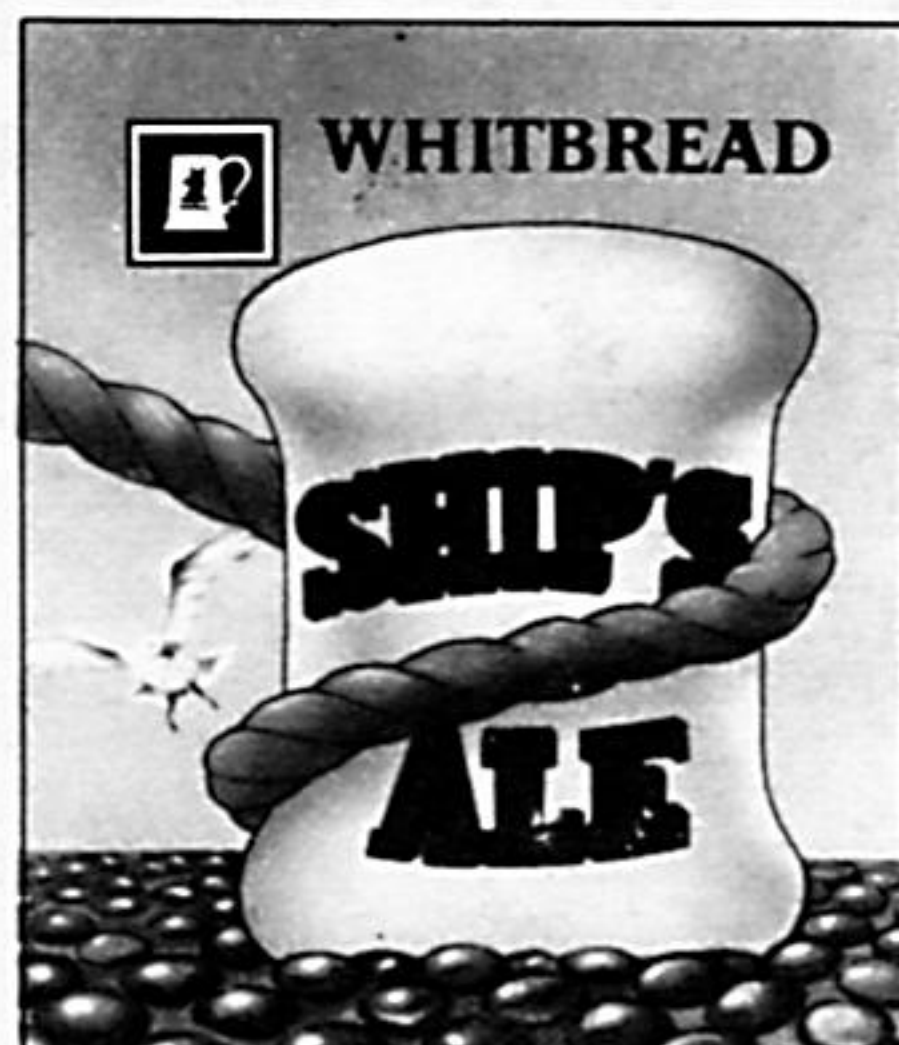
Joan (39), 5ft. 4in., divorced, dark hair, blue eyes, two children, Whitstable.
Karen (18), 5ft. 5in., single, brown hair, green eyes, Gateshead.
Lorna (48), 5ft. 1in., widow, blonde hair, blue eyes, Portsmouth.
Lesley (15), 5ft. 3in., single, auburn hair, blue eyes, Leicester.
Karen (22), 5ft. 6in., single, brown hair, brown eyes, Bristol.
Deborah B. (18), 5ft. 2in., single, dark hair, brown eyes, slim, Bristol.
Nicola (16), 5ft. 4in., single, blonde hair, green eyes, slim, Bristol.
Karen (16), 5ft. 4in., single, brown hair, blue eyes, Exeter.
Linda (30), 5ft. 3in., divorced, brown hair, blue eyes, one son, Leamington Spa.
Lynn (16), 5ft. 5in., single, auburn hair, blue eyes, Brighton.
Christine (23), 5ft. 4in., single, blonde hair, hazel eyes, London.
Linda (23), 5ft. 6in., single, brown hair, brown eyes, London.
Caroline (28), 5ft. 4in., divorced, blonde hair, green eyes, Nottingham.
Lynne B. (16), 5ft. 2in., single, auburn hair, blue-grey eyes, Brighton.
Hilary (21), 5ft., single, blonde hair, blue eyes, Manchester.
Jayne (15), 5ft. 1in., single, brown hair, blue-grey eyes, Bristol.
Sandra (20), 5ft. 4in., single, brown hair, blue eyes, Bognor Regis.
Ann (19), 5ft. 4in., single, brown hair, brown eyes, Rotherham.
Deana (18), 5ft. 2in., single, fair hair, blue-green eyes, Ipswich.
Sue (18), 5ft. 2in., single, brown hair, blue eyes, Hockley, Essex.
Mrs. M. (20), 5ft. 2in., separated, fair hair, blue eyes, one child, Portsmouth.
Marjorie (46), widow, brunette, brown eyes, slim, Burnley, Lancs.
Margaret M. (46), 5ft. 4in., divorced, brown hair, Portsmouth.
Marjorie (49), 5ft. 6in., widow, brown hair, blue-grey eyes, Coventry.
Mary (52), 5ft. 2in., widow, brown hair, brown eyes, Birmingham.
Maureen (15), 5ft. 5in., single, blue-grey eyes, Southend-on-Sea.
Muriel (28), 5ft. 3in., divorced, brown hair, green eyes, four children, Keighley.
Mary (47), 5ft. 1in., separated, fair hair, Sandy, Beds.
Pat (22), 5ft. 4in., single, fair hair, hazel eyes, Borth, Dyfed.
Sandra (16), 5ft. 6in., single, brown hair, blue eyes, Sturminster Newton.
Shelia (20), 6ft., single, brown hair, hazel eyes, Whitstable.
Mary (16), 5ft. 4in., single, blonde hair, blue eyes, Sidmouth.
Karen (16), 5ft. 6in., single, brown hair, hazel eyes, Sidmouth.
Stella (21), 5ft. 9in., single, brown hair, hazel eyes, slim, Portsmouth.
Shirley (26), 5ft. 3in., single, dark hair, blue eyes, Gosport.
Sue (16), 5ft. 5in., single, brown hair, brown eyes, Brighton.
Sybil (49), 5ft., widow, grey hair, brown eyes, Lichfield, Staffs.
Tracy (15), 5ft. 5in., single, brown hair, hazel eyes, Guildford.
Bernadette (18), single, fair hair, blue eyes, Sunbury-on-Thames.
Vivienne (17), 5ft. 4in., single, black hair, green eyes, Margate.
Wendy (19), 5ft. 7in., single, brown hair, blue eyes, Manchester.
Katrina (15), 5ft. 5in., single, brown hair, blue-green eyes, Surbiton.


Rita (42), 5ft. 6in., divorced, brown hair, blue eyes, Portsmouth.
Wendy (15), 5ft. 7in., single, brown hair, brown eyes, Bristol.
Carole (17), 5ft. 6in., single, redhead, brown eyes, Cambridge.
Kay (19), 5ft. 6in., single, brown hair, Barking, Essex.
Carol (20), 5ft. 3in., single, brown hair, Barking, Essex.
Lesley (19), single, fair hair, blue eyes, Sunbury-on-Thames.
Audrey (18), 5ft. 4in., single, brown hair, slim, Winsford, Cheshire.
Caroline (16), 5ft. 2in., single, brown hair, hazel eyes, West Molesey.
Denise (17), 5ft. 4in., single, dark hair, green eyes, St Albans.
Pam (33), 5ft. 2in., divorced, fair hair, blue eyes, Portsmouth.
Carol (20), 5ft., single, brown hair, blue eyes, Carlisle.
Jan (29), 5ft. 5in., single, red hair, blue eyes, Carlisle.
Sharon (20), 5ft. 3in., single, auburn hair, hazel eyes, Newport, Gwent.
Jean (28), 5ft. 1in., divorced, red hair, hazel eyes, one daughter, Wellington, Somerset.
Lorne (25), 5ft. 2in., divorced, red hair, blue eyes, one daughter, Taunton.
Janine (23), 5ft. 3in., single, brown hair, blue eyes, Brussels.
Judith (15), 5ft., single, black hair, green eyes, Liverpool.
Nance (19), 5ft., single, fair hair, green eyes, Aberdeen.
Kathleen (19), 5ft. 5in., single, fair hair, hazel eyes, Aberdeen.
Gillian (21), single, black hair, blue eyes, Liverpool.
Maureen (27), 5ft. 5in., divorce pending, black hair, brown eyes, slim, one daughter (9), Dukinfield, Cheshire.
Janie (27), 5ft. 6in., divorced, brown hair, grey-blue eyes, Oxford.
Karen (23), 5ft. 4in., single, brown hair, green eyes, Feltham.
Ann (26), 5ft. 10in., divorce pending, brown hair, blue-green eyes, two daughters, Crayford, Kent.
Violet (18), 5ft. 9in., single, brown hair, blue eyes, Greenock.
Theresa (29), 5ft. 7in., single, brown hair, blue eyes, Grimsby.
Marie (16), 5ft. 4in., single, blonde hair, blue eyes, slim, one son, Dukinfield, Cheshire.
Kathleen (25), 5ft. 8in., single, brown hair, brown eyes, Leicester.
Heleen (22), 5ft. 2in., single, brown hair, blue eyes, Ilford.
Christine R. (28), single, brown hair, blue eyes, London.
Julia (20), 5ft. 2in., single, auburn hair, brown eyes, Bristol.
Rita (42), 5ft. 3in., divorced, brown hair, blue eyes, Southend-on-Sea.
Susan (18), 5ft. 2in., single, blonde hair, blue eyes, Aldershot.
Gerda (34), 5ft. 11in., divorced, black hair, brown eyes, two children, London.
Penny (18), 5ft. 8in., single, brown hair, blue-grey eyes, London.
Jean (16), 5ft. 4in., single, brown hair, hazel eyes, Bristol.

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Pen
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JACK

by TUGG

SHE'S A PENFRIEND - I
WANT TO PUT HER OFFBUT I MUST
DO IT WITH TACTSEND 'ER
A PHOTOGRAPH!

PROMOTIONS

The following officers have been provisionally selected for promotion on the Special Duties List to date October, 1977:

SEAMEN. To Commander — L. W. Orchard, D. L. Deakin.
ENGINEERING. To Commander — D. C. Morgan, P. J. Fowler.
ROYAL MARINES. To Captain — A. Watson, R. W. Smith.

The following officer has been provisionally selected for promotion on the Supplementary List to date September 1, 1977:

SEAMAN. To Commander. — C. A. Everett.

The following promotions on the Special Duties List have been approved with effect from April 1, 1977, subject to medical fitness:

SEAMEN. To Lieut.-Cdr. — P. Wallis, G. P. Richards, D. A. Bartlett, R. Collinson, M. J. Robinson, P. H. Fairless, K. A. Johnson, P. Dodsworth.
ENGINEERING. To Lieut.-Cdr. — B. W. Holden-Crauford, T. J. Holt, H. C. Howard, J. G. Pengel, J. A. Settle, R. H. Tozer, K. S. Robbins, M. J. Collins, J. C. Ramsay, J. M. Fisher.

SUPPLY AND SECRETARIAT. To Lieut.-Cdr. — L. G. Chapple, J. Aggett, R. P. Cooper, W. A. Rife.
MEDICAL SERVICES. To Lieut.-Cdr. — J. A. Hadley.

ROYAL MARINES. To Captain (B) — G. A. C. Hoskins.

The following W.R.N.S. officers have been selected for promotion to First Officer when the next vacancy in the higher rank occurs: S. G. Phillips, P. E. Duncan.

The following promotions to Second Officer have been approved to date April 1, 1977: K. S. Shepherd, S. E. Pollard, A. E. Cutler, M. Farrall, D. K. Heaver, J. A. P. Cole, M. J. Chapman, K. J. Brown, J. M. Hughes, J. E. Shaw.

Authorizations for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH

(SEAMAN GROUP)
To CPO(M) — A. C. Scott (Cambridge), S. A. C. Elson (Raleigh), M. L. W. Goodacre (Cambridge).
To CPO(R) — G. Lindley (Norfolk), D. A. Naylor (Newcastle), G. Perry (Ark Royal).
To CPO(D) — P. B. Turner (Vernon).
To CPO(MW) — E. R. Davies (Hardy).

OPERATIONS BRANCH

(COMMUNICATIONS)
To CRS(W) — C. A. Eagles (Blake).
SUBMARINE SERVICE
To CPO(OPS)(S) — D. Pells (Dartmouth), M. Charlton (JAAC Teddington).
To CPO(COXN) — T. Jones (Walrus).

REGULATING BRANCH

To MAA — M. R. Smith (Galatea), R. G. McCleary (Cuxton).

SUPPLY & SECRETARIAT

To CPOSA — D. Chapman (Collingwood), D. Nairne (Caledonia).
To CPOSTD — J. S. Johnston (Hecate).

MARINE ENGINEERING

To CMEM — R. J. Harriott (Danae), F. Mulholland (Yarmouth).

FLEET AIR ARM

To CPOA(PHOT) — S. Dargan (Excellent).

They're off!



Immediately after Easter, while most of their colleagues were still enjoying their leave, members of the Portsmouth, Devonport, and Fleet Air Arm field gun crews reported for duty and began the gruelling training for what is billed in the Royal Tournament programme as "The world's toughest trial of strength, skill, and split-second timing."

Leading Airman (Phot) Jack Dewis took the picture above during the Portsmouth Command team's "work-up" programme at Whale Island.

The Royal Tournament is one of London's longest-running shows. For more than 90 years this famous military tattoo has thrilled the public, with its special blend of colour, pageantry, and excitement.

This year the Royal Navy tops the bill for the action-packed Silver Jubilee Royal Tournament, which opens at Earls Court on July 14. The Massed Bands of the Royal Marines will

be there and so will all the popular family favourites, including the field gun competition, which is being sponsored by Coates Plymouth Gin, with £5,000 towards Tournament expenses.

To round off the show the Royal Navy and Royal Marines will stage a Royal Review in what promises to be one of the most spectacular Tournament finales. There will be two performances daily — including Sundays — at 2.30 p.m. and 7.30 p.m. (No matinees on Tuesdays and no performances on Mondays.)

RUNNING CHART

Here are the details of the R.N. field gun runs. A = Air Command, D = Devonport, P

= Portsmouth. The first-named team of each pair to run on the Royal side of the arena.

July	Afternoon	Evening
14	A v D	P v A
15	D v P	A v D
16	P v A	D v P
Competition starts		
17 (Sun.)	D v A	A v P
19	No perf.	P v A
20	P v D	D v A
21	A v P	P v D
22	D v A	A v P
23	P v D	D v A
24 (Sun.)	A v P	P v D
26	No perf.	D v P
27	A v D	P v A
28	D v P	A v D
29	P v A	D v P
30	A v D	P v A
31 (Sun.)	D v P	A v D

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during March.

Extracts of W.R.N.S. advancement rosters are given when an examination is required to qualify for the higher rate. W.R.N.S. ratings in the MT, TEL, EDUC, D HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)/RS(W) — Int (16.9.75), Nil; **LS(EW)/LRO(W)** — Dry, 1; **PO(M)** — Int (20.2.75), 6; **LS(M)** — Dry, 12; **PO(R)** — Int (4.7.75), 3; **LS(R)** — Dry, 8; **PO(S)** — Int (11.12.75), Nil; **LS(S)** — Dry, 10; **PO(D)** — Dry, 1; **LS(D)** — Dry, 2; **PO(MW)** — Int (21.3.75), Nil; **LS(MW)** — Dry, 1; **PO(SR)** — Int (19.3.75), Nil; **LS(SR)** — Dry, 1; **POPT** — Int (19.3.75), Nil; **RPO** — 178, 2; **RS** — 232, 4; **LRO(Q)** — Int (15.6.76), 12; **CY** — 271, Nil; **LRO(T)** — Int (15.6.76), 11; **PO(S)(SM)** — Int (17.10.75), 1; **LS(S)(SM)** — Dry, 2; **RS(SM)** — Int (18.3.75), Nil; **LRO(SM)** — Dry, 2; **PO(UW)(SM)** — Int (21.7.76), Nil; **LS(UW)(SM)** — Dry, 1; **POEM** — Dry, 14; **LMEM** — Dry, 53; **POCEL** — Dry, 3; **LCSEM** — Int (25.2.77), 14; **POOEL** — Int (12.8.76), Nil; **LOEM** — Dry, 20; **POREL** — Int (18.12.75), 1; **LOEM** — Int (11.1.77), 4; **POWTR** — 65, 4; **LWTR** — Int

(25.3.76), 7; **POSA** — 175, 5; **LSA** — Int (8.12.75), 8; **LCA** — Dry, Nil; **POCK** — 335, 5; **LCK** — Int (19.2.75), 18; **POSTD** — 223, 4; **LSTD** — Int (20.1.77), 10; **POMA** — 171, Nil; **LMA** — 146, Nil.
POAF/POAM(AE) — 87, 5; **LAM(AE)** — Int (2.4.75), 3; **POEL(A)** — 148, Nil; **LEM(A)** — Int (11.4.75), Nil; **POEL(A)** — 80, 1; **LREM(A)** — Int (25.3.76), 1; **POEL(AW)** — Int (4.12.75), Nil; **LEM(AW)** — Int (27.1.76), Nil; **POA(AH)** — 188, Nil; **LA(AH)** — Int (1.10.75), 1; **POA(SE)** — 539, Nil; **LA(SE)** — Dry, Nil; **POA(PHOT)** — 434, Nil; **POA(MET)** — Int (8.3.75), Nil; **POACMN** — 89, Nil.
POWREN AF(AE) — Int (4.3.75), Nil; **LWREN AM** — 67, 1; **POWREN CK** — Int (13.10.76), Nil; **LWREN CK** — Int (5.11.76), 3; **POWREN DSA** — Int (27.2.75), Nil; **LWREN DSA** — Int (28.2.75), Nil; **POWREN MET** — Int (8.11.75), Nil; **LWREN MET** — Int (5.6.76), Nil; **POWREN PHOT** — Dry, Nil; **LWREN PHOT** — Int (7.10.75), Nil; **POWREN R** — Int (2.4.75), Nil; **LWREN R** — Int (6.8.75), 1; **POWREN RS** — Int (9.12.75), Nil; **LWREN RO** — Int (16.9.75), 1; **POWREN STD(G)** — 234, Nil; **LWREN STD(G)** — Int (20.2.75), Nil; **POWREN STD(O)** — Dry, 1; **LWREN STD(O)** — Int (4.3.76), Nil; **POWREN SA** — Int (2.4.75), Nil; **LWREN SA** — Int (7.4.76), 1; **POWREN TSA** — 225, Nil; **LWREN TSA** — 115, Nil; **POWREN WA** — Int (28.11.75), Nil; **LWREN WA** — Int (20.12.74), Nil; **POWREN WTR(Q)** — Int (7.8.75), 1; **LWREN WTR(Q)** — Int (17.2.75), 7; **POWREN WTR(P)** — Int (26.6.75), Nil; **LWREN WTR(P)** — Int (16.6.75), 3; **LWREN WTR(S)** — Dry, Nil; **POWREN DH** — Int (6.6.75), Nil.

Gone with the Wind

The Royal Navy's last three operational Whirlwind helicopters — affectionately known as Faith, Hope, and Charity — have retired. After flying a total of 5,205 hours, many of them with the Solent Search and Rescue Unit based at H.M.S. Daedalus, Lee-on-Solent, they have been replaced by the more powerful Wessex HAR Mk 5s. The Wessex is slightly faster, has a greater carrying capacity and a longer operational range than the Whirlwind. It also has a better night-flying capability.

The three old Whirlwinds, which became a familiar sight along the South Coast, were delivered to the Royal Naval Aircraft Repair Yard, Wroughton, to await disposal.

During 1976 the Daedalus SAR helicopters were called out 163 times — for 27 searches, 25 medical evacuations, 24 sailing dinghy incidents, 14 cliff rescues, and incidents involving 20 swimmers, 13 yachts, 11 "stick-in-the-muds" eight canoes, six motor cruisers, six skindivers, four fishing trips, four aircraft, and one adrift airbed.

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Sun. 1st	8 p.m.-11.30	DISCO	Dick Wood	30p
Mon. 2nd	8 p.m.-11.30	DISCO and GROUP "SPOOK"	Dave Potter	50p
Thurs. 5th	8 p.m.-12.00	DISCO/DANCE NITE with OFACHI	J.L.T.	60p
Sun. 8th	8 p.m.-11.30	DISCO NIGHT	Mick Davies	30p
Mon. 9th	8 p.m.-11.30	DISCO with RAINBOW COTTAGE	Dave Potter	50p
Thurs. 12th	8 p.m.-12.00	DISCO/DANCE NITE "MAJORS"	John L.T.	50p
Sun. 15th	8 p.m.-11.30	GROUP & DISCO	Dick Wood	30p
Mon. 16th	8 p.m.-11.30	GROUP & DISCO NIGHT with "SHAFTSBURY"	Dave Potter	50p
Thurs. 19th	8 p.m.-12.00	SUPER DANCE NIGHT with the fantastic "F.B.I."	John Thompson	70p
Sun. 22nd	8 p.m.-11.30	DISCO	Mick Davies	30p
Mon. 23rd	8 p.m.-11.30	GROUP and DISCO	Your Own Pansy Potter	50p
Thurs. 26th	8 p.m.-12.00	SUPER GROUP NIGHT the one and only SISTER BIG STUFF	John L. Thompson	60/70p
Sun. 29th	8 p.m.-11.30	DISCO	Dick Wood	30p
Mon. 30th	8 p.m.-11.30	GROUP & DISCO NIGHT with comedy group "NEXT"	Pansy Potter	50p

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Calling old shipmates

The sports officer of H.M. Australian Submarine Orion, c/o B.F.P.O. Ships, London, would be pleased to hear from anyone who can provide information about the sporting colours of previous Orions (battleship 1910-1912, cruiser 1932-49).

Mrs. J. Davey (ex-W.R.N.S. tractor driver, H.M.S. Beehive), of 88 Elizabeth Way, Felixstowe, Suffolk, would be pleased to hear from any R.N. or W.R.N.S. personnel who were unable to attend the reunion held by Sandy and Eva Powell on April 16 at the Little Ships Hotel, Felixstowe Dock.

Mr. G. A. Briggs, of 153 Cotswold Crescent, Walshaw Park, Bury, Lancs BL8 1QL, would like to hear from the following people — Chief Writer Mac Fielding and his wife, Chris (both ex-R.N.A.S. Bramcote), PO Writer Don Pargiter, Peter Crocott, Lieut.-Cdr. (then) John Watt, and Lieut. H. N. S. Turner (all ex-H.M.S. Glasgow).

Mr. D. G. Cook, of 15 Winant Way, Dover, wishes to contact Chippy Geoff Carpenter and Andy (C) Bendall, who served in H.M.S. Berwick, 1971-72.

Mr. Jacobs, who served in the Royal Navy from 1908 to 1920, would like any information about his old shipmates in the following H.M. ships — Impregnable 1908-10, Triumph to 1912, Derwent to 1914, Mallard 1915, TB 26 and TB 35 1916-18. Replies to Mr. R. R. Metters, 33 Roding Lane, Buckhurst Hill, Essex.

CPO R. Thompson, of H.M.S. Rhyll, B.F.P.O. Ships, London, would be pleased to hear from former Sick Berth Attendant Leonard Haynes (or from anyone who knows Mr. Haynes), who visited Gibraltar in H.M.S. Cormorant in or about 1921.

Mr. S. A. (Cutts) Edwards (ex-CPO Coxswain), of 40 Woolston Road, Warren Park, Havant, Hants PO9 4JG, seeks information regarding the whereabouts of George Swan (ex-CPO GI), with whom he served in H.M.S. Pembroke, H.M.S. Ganges, and H.M.S. Defender between 1956 and 1963.

Mr. Jack Walker, of 31, Priors Road, Tadley, Hants, RG26 6QL, would like to hear from anyone who remembers his uncle, Claude Leslie Watts, who enlisted as a Boy on H.M.S. Inconstant in June, 1910. He served in a total of 28 ships and shore establishments from 1910 to 1934 and during the Second World War, including the Impregnable, Warspite, Ramillies, Norfolk, Drake, and King George V.

Mr. Charles Mercer (ex-AB), of 35, Leas Way, Grays, Essex, would like to get in touch with anyone who served in MGB 21, MGB 122, and MTB 441 (1942-1944, mostly based at H.M.S. Mantis, Lowestoft) with a view to a reunion.

REUNION

AIRCREWMAN ASSOCIATION. All serving and retired R.N. aircrew ratings are invited to attend an inaugural meeting at the Countess Wear Lodge, Exeter By-pass, on Saturday, May 14. The steering group committee is to meet at 1300. Dinner and accommodation can be booked. Details from Mr. A. W. Baker, Room 201 Broadcasting House, London (tel: 01-580 4468, ext. 5062) or CPOACMNE T. Crispin, R.N.H.T.U., H.M.S. Daedalus, Lee-on-Solent.

Tiffs together again after 40 years



About 120 former R.N. apprentice artificers, some now living in Australia, New Zealand, or Canada, returned to H.M.S. Caledonia, the Royal Navy's engineering training establishment at Rosyth for a reunion to mark Caledonia's 40th anniversary.

Guest of honour was Rear-Admiral Mike Griffin, the most senior ex-apprentice still serving in the Navy. He is now Director of Dockyard Production and Support, and is pictured (left) greeting Mr. Roy Penny, of Plymouth, who was the first apprentice to join H.M.S. Caledonia in August, 1937. Mr. Penny survived the sinking of H.M.S. Barham in the Mediterranean in November, 1941, when 865 of his shipmates were killed.

The "Old Boys," who trained at Caledonia between 1937 and 1943, took part in the march past at Divisions on April 10 and were also invited to meet the modern apprentices for drinks and dinner, during the reunion week-end.

The full story of H.M.S. Caledonia, past and present, appears in the centre pages of this issue of Navy News.

Fleet Review tickets may be scarce so . . .

KEEP YOUR FINGERS CROSSED, SHIPMATES

Hundreds of thousands of spectators will head for the Solent for the Silver Jubilee Review of the Fleet in June, and the Royal Naval Association expects to have a good representation "on parade." At the time of going to press, bids from branches for tickets to view the spectacle from M.O.D. property were still coming in — they all have to be received at R.N.A. headquarters by Thursday, May 5.

Inevitably, with such a popular event as a Fleet Review, there is going to be a considerable disappointment factor and quite certainly not everyone is going to get what they want.

Altogether some 30 ex-Service organizations — some of them quite small — are on the list for

allocation of tickets to view from M.O.D. property. The R.N.A. will probably be at the top of the list, but the exact number of tickets each organization will receive cannot be determined until all the bids are in, when allocations will be made as fairly as possible.

The number of tickets for vantage points on M.O.D. land may well fall short of requirements and one or two realistic suggestions at this stage may be of help. The main enclosure of M.O.D. property from which the Review can be seen will be at Brown-down Range, near Lee-on-Solent, with a much smaller enclosure at Fort Gilkicker. Both are mainly unsheltered areas of foreshore. Just about everyone with a Service connection is being thought of in the ticket allocation arrangements and for the unlucky ones who do not get tickets there is always neighbouring Stokes Bay, which is open to everyone and offers just as good a view.

SPECIAL SIGNS

There are no special seating arrangements in any of the M.O.D. viewing areas so it will be necessary to bring folding chairs and/or rugs and picnic meals. Those who come by car must expect traffic delays, but

there are to be special "Fleet Review" signs which will lead traffic into the Stokes Bay area, where extra public car parks are provided.

The Navy can offer only limited parking facilities and very few billets are close to the viewing areas. Those that are will be reserved mainly for the elderly or disabled. Organizations will be sent an allocation of car permits with the tickets.

Branches of the R.N.A. will have learnt of many of these arrangements from the general secretary (Capt. R. Tiddy), but may find this latest information of help.

The ticket allocation for R.N.A. branches is due to be sent to headquarters about the middle of May. So it is a question of keeping your fingers crossed and, if you are lucky, being prepared for massive crowds on the day.

There are no facilities for members of the R.N.A. to go afloat in Royal Navy ships on the day.

BRANCH NEWS

Birmingham Central

About a dozen members joined a party visiting Le Havre from March 25 to March 30. They were met by a former officer of the French Navy, who lived in Paris, but visited Le Havre twice during the week-end to be with the party.

On the Sunday the visitors laid a wreath at the war memorial in Le Havre and then went on to Arromanches to see the beaches and war cemeteries. Shipmate Larry Mills (c/o The Nautical Club, Bishopgate Street, Birmingham) has details of some Coastal Forces graves if anyone is interested.

Cheam and Worcester Park

The problem concerning a change of headquarters provoked most discussion at the annual meeting. In their annual reports the secretary (Shipmate L. Favell) and treasurer (Shipmate E. Jackson) said that the branch had enjoyed a satisfactory year, during which £120 had been donated to charities. Officers elected, in addition to those named above, were Shipmate W. Northfield (chairman) and Shipmate D. Harris (social secretary).

Chelmsford

The branch is to host the No. 5 Area dinner at the Masonic Hall, Hutton, on September 24, when the guest of honour will be Admiral R. D. Lygo. For a short time at the beginning of the year, Admiral Lygo filled the post of

Chief of Naval Staff and First Sea Lord.

At the annual meeting, which was attended by 30 members, the following shipmates were elected — K. Argent (chairman), R. Horley (secretary), C. Magnus (treasurer).

Doncaster

After several successful years as R.N.B.T. representative, Shipmate W. Clarke has admitted that his 78 years are telling on him and has handed over to Shipmate J. Herring. Shipmate Clarke was elected as a vice-president at the annual meeting. Others elected included Shipmate D. Crabtree (president), A. C. Brunyee (chairman), F. L. Bond (vice-chairman), W. W. Grace (secretary), and C. W. Cheshire (treasurer).

The ladies' section excelled themselves on March 26 when visitors from Hartlepool and Castelford were entertained.

No. 3 Area

At the annual meeting at Gosport on March 26 the following shipmates were elected to serve as Area officers — Miss K. Warrington (Brighton), chairman; A. J. Forgham (Eastbourne), vice-chairman; T. Howerd (Portsmouth), treasurer; A. Legg (Batter), secretary; G. Haly (Bournemouth), standard bearer; R. Rich (Eastbourne), National Council Member. Area council — T. King (Isle of Wight), F. Cobb (Portsmouth), T. Vaughan (Guildford), T. Hale (Lewes), G. Haly (Bournemouth).

Help from Hereford



Hereford shipmates are proud of their efforts on behalf of charities. In the past 12 months they have made donations to the Area Guide Dogs for the Blind Fund, the Royal Naval Benevolent Trust, and now to the Hereford Muscular Dystrophy Group. The photograph above shows the branch president, Shipmate Commodore I.C. Davenport, presenting an electric typewriter to the secretary of the M.D. Group, while the Group's chairman holds a cheque for the purchase of a 4½-inch reflector telescope for two young victims of the disease. The branch's annual dinner and dance is to be held on July 8, when the R.N.A. national president will be the chief guest.

Bicester

This new branch is planning to hold its first social early in May. If this event is a success — and by drawing upon the experience gained by attending the Bletchley Branch social on April 16 — the entertainments committee may organize a grand social, possibly in August, to raise funds for a branch standard.

Bosun's Calls . . .

We specialise in presentation Calls in authentic regulation pattern, which make a delightful gift or award. Each Call is expertly engraved in traditional copperplate script with whatever you like — e.g., a name, rank and number as a service memento, or a short message to a sailor's girl friend.

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Merchantmen may join

Capt. R. Tiddy, general secretary of the R.N.A., confirms in his latest circular to branch secretaries that anyone who served on the T124 or T124X engagement is eligible for full membership of the Association.

These engagements were introduced for Merchant Service personnel who were required to man the armed merchant cruisers, escort carriers, and many other types of ship during the Second World War. They sailed under the White Ensign, were under naval discipline, and were paid out of Navy votes, unlike Royal Fleet Auxiliary personnel, who were not part of the Naval Forces at any time before, during, or after the war.

'Thanks Thetford'

The secretary acknowledges, with grateful thanks, the donation of £310.20 from the Thetford Branch to the Alec Madden Trust (Guide Dogs for the Blind Fund) and £100 for the Star & Garter Home.

OBITUARIES

Aldeburgh Branch, R.N.A. — Shipmate Herbert William (Bill) Perry, Founder member. Served in Royal Navy, 1913-1935, then with H.M. Coastguard until retiring.

St Austell Branch, R.N.A. — Shipmate Lieut.-Cdr. J. W. Leader, R.N. (ret.). Former branch chairman. Shipmate Lieut. C. E. Parkes, R.N.V.R. Master Mariner Captain. Branch vice-president. Skipper John Gatt. Died April 13 at Fraserburgh. Aged 78. Former skipper of drifter "Daisy II" attached to H.M.S. Royal Oak. Awarded D.S.C. for rescuing many survivors when the battleship was torpedoed at Scapa Flow in 1939.

BRANCH NEWS

(Continued from Page 24)

Gosport

The Easter dance was a great success, with even more pretty bonnets on display — a delight to see, but a devil to judge! Members are looking forward to entertaining their friends from Basingstoke and also a party of Reservists from H.M.S. Southwick.

"Royal Heritage" is to be the theme of the branch float in Gosport's jubilee carnival parade. "Our ladies are mainly responsible for this and with Shipmate Ivy Fletcher doing her thing as Queen Victoria our float must surely dominate the scene," says the social secretary.

Gravesend

The memorial service for Shipmates Sidney Godfrey and Frank Foulger on April 3 was attended by many shipmates, including the Area president, chairman, and secretary and National Council Members. The Queen's Standard was supported by 17 branch standards.

Gravesend Branch's padre, the Rev. Hilary Day, conducted the service and a trumpeter from the local unit of the Sea Cadet Corps played Sunset and the Last Post.

Ipswich

The branch's silver jubilee was celebrated on March 25 with a dinner and social evening. Shipmate Broom (chairman) proposed the Loyal Toast and the toast to the Royal Naval Association, coupled with Absent Friends, was proposed by Shipmate B. A. Hemming (vice-president).

An iced cake bearing the R.N.A. badge was cut by the oldest member, Shipmate Barker, assisted by a founder member, Shipmate Chittock. While the cake was being served with sherry, Shipmate N. Salmon (treasurer) surprised the branch secretary, Shipmate W. Thompson, and the social secretary, Shipmate Hemming, with a speech praising their efforts and thanking their wives for their help. As a token of the branch's appreciation he presented the shipmates with cheques and their wives with flowers.

"Coming, as it did, right out of the blue, this rather knocked us out of our stride for a while," said a delighted Shipmate Hemming. The evening ended with dancing, games and a raffle, for which all prizes were donated by members.

Northfield

On May 9 members will say farewell to their president, Mrs. Margaret Scott, and her husband, Bill, who are leaving the branch headquarters (The Bell Hotel, Northfield) after nine years, take over The Vine in Worcester. "If anyone in the Worcester area would care to call in, they can be assured of a warm welcome," says Northfield's secretary, Shipmate Frank Allison. Mrs. Scott has promised to attend Northfield branch meetings and social functions whenever she can.

One of the branch members, a former CPO sick bay tiffy in the Australian Navy, has won a scholarship to study geriatrics in Sweden during May. He is hoping to make contact with ex-Service clubs and associations there.

The branch is to honour the Queen by holding a silver jubilee dance on May 21.

Scunthorpe

The four newest members of the branch include two former Wrens, the chairman and secretary of the local branch of the Association of Wrens. Scunthorpe shipmates now hold business meetings on the first two Thursdays of each month and social events, including cards, darts and dominos, on the other Thursdays.

On April 28 they were joining members of T.S. Ariadne, the local unit of the Sea Cadet Corps, for a social evening. The aim was to raise cash to help to re-roof the cadets' headquarters because £600 worth of lead flashing had been stolen.

A coach load of members and wives visited the Royal Brierley Crystal works at Brierley Hill on April 4.

Know your Areas . . .

As a result of the Local Government Act, 1972, county boundaries in England and Wales were subjected to considerable changes. The new countries came into being on April 1, 1974, and since then the Royal Naval Association has been endeavouring to bring its Area boundaries into line with the new map.

Agreement has now been reached and there are one or two marginal changes, but these should not affect the allocation of existing branches to Areas.

The new list is as follows — **No. 1 Area** . . . Greater London; **No. 2 Area** . . . Kent and Surrey; **No. 3 Area** . . . East Sussex, West Sussex, Hampshire, Wiltshire, Isle of Wight; **No. 4 Area** . . . Avon, Somerset, Dorset, Devon, Cornwall, Channel Islands; **No. 5 Area** . . . Norfolk, Cambridgeshire (excluding the district of Huntingdon), Suffolk, Essex; **No. 6 Area** . . . Bedfordshire, Buckinghamshire, Hertfordshire, Oxfordshire, Berkshire, district of Huntingdon; **No. 7 Area** . . . Hereford and Worcester, Gloucestershire, Powys, Dyfed, West Glamorgan, Mid Glamorgan, South Glamorgan, Gwent; **No. 8 Area** . . . Staffordshire, Salop, West Midlands, Leicestershire, Warwickshire, Northamptonshire; **No. 9 Area** . . . South Yorkshire, Humberside south of the Humber, Derbyshire, Nottinghamshire, Lincolnshire; **No. 10 Area** . . . Cumbria, Lancashire, Greater Manchester, Merseyside, Cheshire, Clywd, Gwynedd, Isle of Man; **No. 11 Area** . . . Northumberland, Tyne & Wear, Durham, Cleveland, North Yorkshire, West Yorkshire, Humberside north of the Humber; **No. 12 Area** . . . Ireland; **Scottish Division** . . . Scotland.

MATAPAN MEMORIES



In 1941 the battleship H.M.S. Warspite sailed into Alexandria flying the famous signal "Zara, Pola, Fiume sunk." This was her way of broadcasting the news that she had disposed of three Italian cruisers in the Battle of Matapan.

This year the anniversary of the event was marked at Rosyth by the sonar trials ship, H.M.S. Matapan, which ran up the same signal for the first time since that historic day in 1941.

Many flags have changed their meaning over the years and three were specially made for this occasion.

Not to be outdone, the ship's chef, PO Cook Trevor Moules, baked a special chocolate gâteau — compete with signal — and he is seen above being toasted in the wardroom by Lieut. Richard Headon (left), the Matapan's navigating officer, and Lieut. Christopher Watson, the supply officer.

St Austell

Shipmate L. Bradfield was re-elected as secretary and treasurer at the annual meeting and to mark his services as secretary for the past 17 years he was made a life vice-president. Other officers elected included Shipmate A. H. Mortimore (president), W. W. Camp (chairman), H. Stone (vice-chairman), and G. Bark (welfare officer), who was thanked for all the time and hard work he puts in on behalf of the branch.

The branch works closely with the St Austell Unit of the Sea Cadets Corps and two members, Shipmates Stone and Bark, are unit officers.

Stockton

A grand presentation night was well organized by the sports secretary, Shipmate E. Smurthwaite, and the entertainments secretary, Shipmate K. Robday. With half-a-gallon of free beer for each member, the event was well attended.

The darts, dominos, crib, and shooting trophies were presented by the Mayor elect of Stockton, Mr. Lawrie Wild, who was presented with a club tie by the secretary, Shipmate T. Metcalfe. Mrs. Wild received a box of chocolates.

Wear

A yard of ale glass has been presented to the wardroom of H.M.S. Arrow, thereby fulfilling a promise made at the ship's commissioning ceremony, when the branch representatives made the offer on the understanding that the Arrow should send someone to Wear to collect it. The glass — the third (and last, because the branch has now run out of them) to be presented to the Arrow — was handed to the frigate's flight commander by the branch vice-president, Shipmate G. Gibson.

At the annual meeting the following shipmates were elected — J. R. Gledhill (chairman), J. T. Bland (vice-chairman), G. Bell (assistant secretary), A. R. Wilson (assistant treasurer). Shipmates J. Ellis and K. Nelson were re-elected. After a long period as welfare officer, Shipmate T. H. White, handed over the job to Shipmate R. Kirtley.

Wigston

Shipmate H. Lucas-Carron reports that the branch is delighted to welcome serving personnel to the monthly meetings. Several sons of branch members attend meetings when on leave.

ASSOCIATION ROUND-UP

Delegates at the annual meeting of the North-West Federation of Naval Associations agreed to donate £50 to the H.M.S. Fittleton disaster fund. They also agreed that the Federation should support Atherton White Ensign's plan to hold a dance at Formby Hall, Atherton, on November 5.

The aim is to raise cash for the Bolton Unit, Sea Cadet Corps, which has financial problems. Earlier this year the Federation gave financial aid to the Fleetwood Unit.

The Federation's policy of "non-intervention" in the day-to-day running of the various member associations is proving highly popular and the R.N.A. and White Ensign members are working happily together.

One of the latest groups to join the fold comprises 12 former members of the Manchester District, Association of Wrens, which was disbanded many years ago. The Federation's Press Officer, Mr. W. H. R. Arnold (of 76 Sandersons Croft, Leigh, Lancashire, WN7 2BB) would be

pleased to hear from any other former members, with a view to reviving the group.

LEICESTER

Members of the Leicester Senior Services Association meet on the third Thursday of every month. New members are always welcomed. Details from Miss I. Cort, c/o Cox (Builders), Kimberley Road, Leicester.

BURNLEY

The Burnley and Pendle District Association, which is affiliated to the R.N.A., was founded in 1927 and is, therefore, celebrating its Golden Jubilee this year. "We are open to all ex-R.N., ex-R.M., and ex-Merchant Navy personnel, of whatever rank and branch," says the public relations officer, Mr. Norman Holmes, of 20, Conistone Grove, Colne, Lancs, BB8 7DE. "We claim to be the oldest district association in the country, but I would welcome any challenge to this claim."

PORTSMOUTH

Portsmouth's branch of the Association of Wrens is flourishing. In the past six months the membership has grown to 84 and the meetings (on the second Tuesday of each month at 1915 in Barham Block, H.M.S. Nelson) attract at least 60 members.

A contingent of 80 former Wrens from the Portsmouth area, including the branch's standard bearer and six ex-Wrens from the First World War, attended the W.R.N.S. Diamond Jubilee reunion in the Royal Festival Hall.

Swindon

Since commissioning in September last year, the branch has steadily grown and members now meet fortnightly at the Prospect Club, Hunt Street. A family evening is held at least once a month, attended by members' children and young visitors from the Olive House Children's Home, which has been "adopted" by the branch.

The branch standard — which was paid for by donations from within the branch — was dedicated on St George's Day, April 23, at Christ Church. Rear-Admiral Sir Edward Rebbeck took the salute during the parade to the cenotaph where a wreath was laid.

Swindon gained their first trophy ("The first of many," says the branch public relations officer, Shipmate E. A. J. Bridges) when they visited Princes Risborough for a social evening. Shipmates Dave Fiander and Ian Green beat the Kingsbury and Kenton team in the final of the uckers championship.

A series of events to celebrate the Queen's silver jubilee will include a children's party and barbecue, with a display by the local unit of the Sea Cadet Corps.

WHAT A DAY!

At the age of 107 a former Royal Navy man who went to Australia in 1904 has provided an extraordinary link between two centuries and two Queens. During the Queen's Silver Jubilee tour of Australia, Mr. Stan Day sat outside St Peter's Cathedral, Adelaide, where he spoke to the great great-granddaughter of the Queen who decorated him with a medal for services in Nigeria more than 80 years ago. "The last time I saw Queen Victoria she was in a bathchair, attended by two Sikhs," said Mr. Day, who joined the Royal Navy as an artificer in 1891.

Calling old boxers . . .

Seaman Jim Lawlor, well known in the boxing world, is planning to form an association of former Royal Navy or Royal Marines boxers. "Fighters who qualify and are interested can get in touch with me at 7, Woodville Avenue, Horsforth, Leeds (telephone Leeds 585620), and we can sort something out.

"I'll reply to every letter and I'm sure we shall all enjoy ourselves."

The secretary of the Retired Boxers Reunion Association, Mr. George Peacock, of Gillingham, comments: "Jim Lawlor's desire to form an association of ex-naval ex-boxers meets with no objection from us. On the contrary, we wish the notion success.

"So very much of our local 'fight' reminiscences continue to embrace the names of naval boxers of the Twenties and Thirties — Rowles, Saunders, Jackson, Harvey, Austin, Warnes, Wakeling, Spiller, Laubary, Storrie, Shephard — bill-toppers all."

HOOD ENGINE STEAMS AGAIN

"Old Hoods" will be pleased to hear that the compound marine engine which originally powered one of H.M.S. Hood's steam pinaces is once again working for a living — in New Zealand.

Mr. F. R. Carter, of 34 Bell Street, Judea, Tauranga, has sent Navy News a cutting from the Bay of Plenty Times (Tauranga) showing the reconstructed steam launch "Romp," afloat for the first time in eight years. The launch was built in Auckland about 90 years ago and is now powered by the engine from the Hood's pinnace.

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to Maritime Headquarters at Pitreavie he spent half an hour in the minesweeper seeing the ship (including the forward tank space!) and meeting many of the ship's company.

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Snow joke for adventurers in the hostile Cairngorms

Twenty-three officers and ratings — including a W.R.N.S. officer — tasted the hostile conditions of the Cairngorms in an eight-day Royal Navy Adventure Training Scheme expedition.

Third Officer Gillian Throw, on the staff of C-in-C Naval Home Command, was the only female among those from seven establishments who took part in the expedition, organized by the Ship Maintenance Authority, H.M.S. Blake and CINCNVHOME's staff.

With Kingussie Town Hall as the base, most activities took place on or near the Cairngorm Plateau and novices were soon able to appreciate just how hostile its environment can be, often in near "white-out" conditions.

Capt. Mike Jones, captain of the Ship Maintenance Authority, attended for the first two days of familiarization and was noted for his enthusiasm in throwing himself down snow slopes in Coire Cas while practising ice-axe braking!

SNOWHOLES

Later two parties on a day's visit to Ben Nevis reached the peak in grim conditions — one consisting of exped. leader CPO John McArthur (H.M.S. Blake) and MEM Topsy Turner (H.M.S. Neptune) and the other PO Errol Buckton (H.M.S. Cochrane), Lieut. Mike Buggy (S.M.A.) and MEM Ray Dams (Blake).

The scheme culminated in a two-day exped. with overnight bivouac in snowholes, with one party going to ground at about 4,000ft. on Ben Macdui in temperatures of about minus 15C.

The week was rounded off by a mess dinner organized by Lieut.-Cdr. Peter Baseby (CINCNV-

HOME) and ably cooked by Third Officer Throw and LCK Rev Revert (Blake).

Expedition manager and deputy leader was Lieut. Mike Pearce (S.M.A.), with assistance from Lieut.-Cdr. Baseby, Lieut.-Cdr. Alan Harding (S.M.A.), Cdr. Tony Norris (CINCNV-HOME), Lieut. Bob Veal (Caledonia), PO Ted Diggins (Blake) and PO Buckton.

An independent group from H.M.S. Daedalus was led by PO Neil Thomas and CPO George Delaney.

● In stark contrast to what they will be doing once their submarine is completed in the Vickers shipyard at Barrow-in-Furness, officers and ratings of H.M.S. Sceptre have been going steadily upwards, in the mountains of the Lake District.

With the help of a generous Sailors' Fund grant, the ship's company has undertaken several ambitious climbing expeditions, including one to the top of Scafell, the highest mountain in England, another round the Striding Edge of Helvellyn, and a 12-mile expedition over Dow Crag to the Old Man of Conistone.

With the help of the grant, more expeditions have been planned so that the ship's company can take advantage of the proximity of country ideal for adventure training.

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It's one big happy family in the Navy

... of brothers

Join the Navy and see your brother! Forgive us for rewriting the old slogan, but recent postbags appear to have brought us an unusual number of stories concerning brothers and brothers-in-law.

Let's start with the brothers **DICK**, both serving at H.M.S. Dryad and, until now, easily identified because **JAMES** is a CPOPT and elder brother **THOMAS** a FCPO. Now James has been selected for promotion and steps up to join Thomas, who is in charge of accommodation at the School for Maritime Operations and a Divisional Officer. James, by three years the junior, is responsible for the co-ordination of sport at the establishment.

Photo: LWREN (PHOT) Evans.



... and dads and daughters

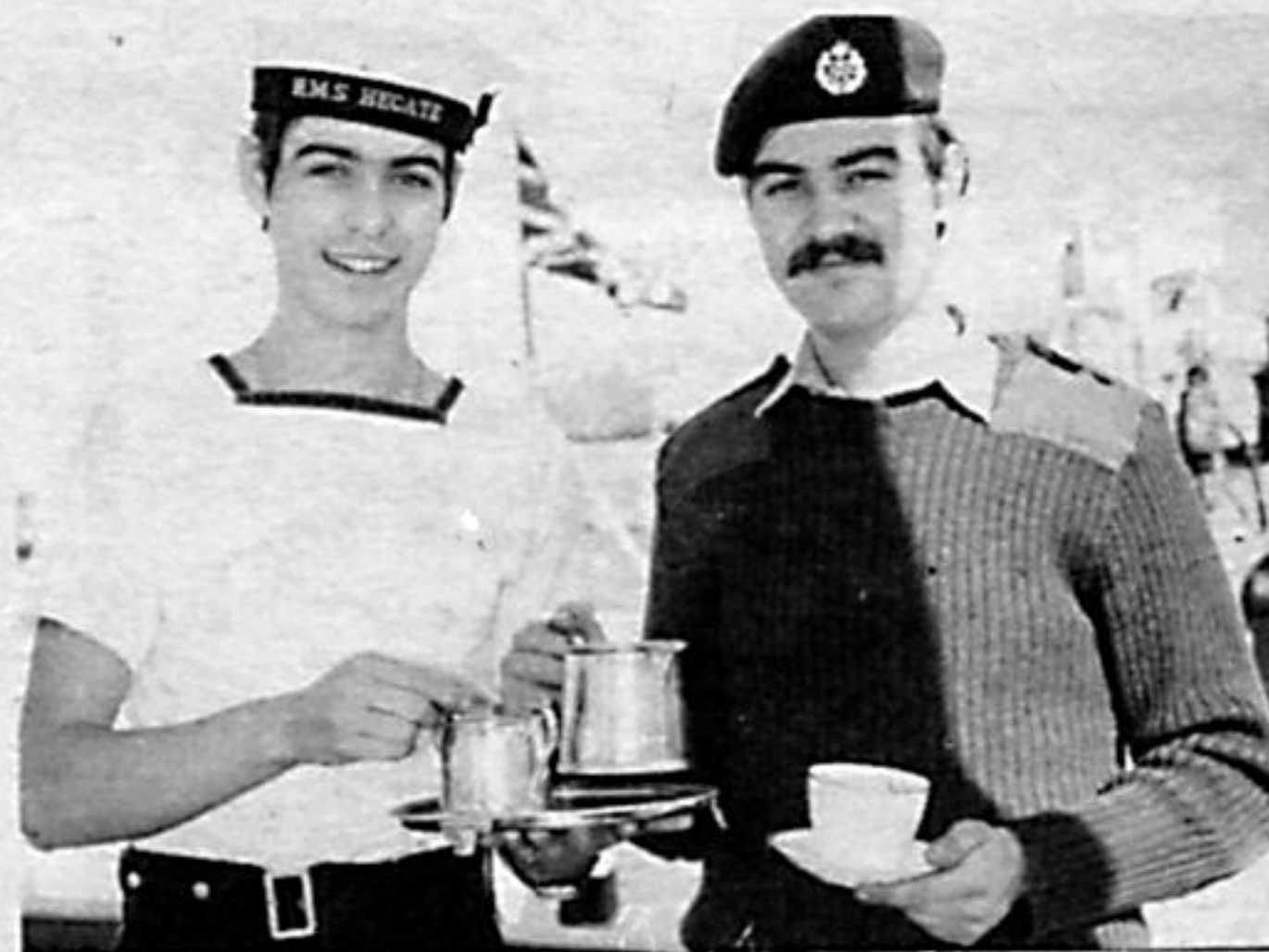
▲ Pictured outside the R.N. School of Advanced Photography at H.M.S. Excellent were **WREN (PHOT) SUSAN PENNY** and her father, **Lieut MICHAEL PENNY**, a hull engineer who will be going to H.M.S. Sultan after two years with the Fleet Maintenance Group based at Portsmouth. Daughter Susan is now on draft to the photographic section at H.M.S. Osprey after completing her basic Wren photographers course at Excellent.

PEOPLE IN THE NEWS

... brothers-in-law



... more brothers



▲ Another brotherly happening took place when H.M.S. Hecate visited Malta at the end of February. **STD PETER DENSHAM** (left) was delighted to find brother **DAVID** on the island and promptly invited him back for coffee and a look round the ship. David is a junior technician in the R.A.F. and it was a pure coincidence that his short visit to Malta was during the Hecate's few days there.

Just to complete the coincidences, **LS KENNETH DOUGLAS** (right) stepped ashore at Gibraltar from the nuclear submarine H.M.S. Superb to find brother-in-law **KEVIN RAWLINSON** waiting to greet him. The meeting was a complete surprise and good reason for celebration. Kevin, a private in the Barrow-in-Furness T.A.V.R., was on exercise at Gibraltar.

... sisters



▲ A proud moment for **WREN GILLIAN EDWARDS** (right) as she joins her sister, **Second Officer JANICE EDWARDS**, after her passing out parade at H.M.S. Dauntless. The sisters come from Coventry. Janice has been in the W.R.N.S. for six years and is now serving in the personnel section at Northwood.

Photo: POWREN E. D. S. Walker.

POAD ROY "Ted" AMORY, at present serving in the Air Engineering Department at R.N. air station Culdrose, has 56 donations of blood.

Ted, as he is known to his friends, has given blood regularly since he joined the Navy in 1952, and he is the first Service donator in Cornwall to reach this impressive figure.

... and even old school chums ...

► Five or six years ago **EILEEN SPICER** (left) and **JACQUELINE ANDERSON** (right) sat together in geography classes at St Joseph's Convent, Reading. Now Leading Wrens, the girls once more work at adjoining desks — in the meteorological office of the Netherlands naval air station at Valkenburg, near the Hague. Pictured with them are Dutch colleagues at the air station.

Both have been in the W.R.N.S. for four years and are the only English girls serving on an exchange basis at the Dutch airfield. Eileen and Jacqueline expect their paths to cross again when they return home later this year, this time at Northwood, headquarters of the Commander-in-Chief Fleet.

Photo: LWREN (PHOT) Joan Roberts.



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NN/4/77



▲ A little bit of naval history was written at the end of March when First Officer JUNE BAKER (left) of the Women's Royal Australian Naval Service took over from First Officer ELIZABETH SUNLEY, Women's Royal Naval Service, as Training Officer at H.M.S. Dauntless. It was the first exchange appointment between the W.R.N.S. and its Australian counterpart.

First Officer Sunley, one of the youngest W.R.N.S. officers of her rank since World War II, became Assistant Director W.R.A.N.S. at the Navy Office, Canberra, at the beginning of last month. Photo: WREN V. Bridge.

□ Aussie exchange

□ Quick one (in the line of duty)

► Rear-Admiral BENJAMIN PEROWNE had a "quick one" when he visited the Stewards School at H.M.S. Pembroke. But for the Chief of Naval Supply and Secretariat Officer it was strictly in the line of duty. The Admiral's visit also gave WREN PAMELA SINCLAIR a chance to put her bar training to a practical test.

Photo: LWREN (PHOT) Joan Roberts.



PEOPLE IN THE NEWS



□ James Bond for a day

▲ BRIAN SPENDLOW, a petty officer aircrewman serving at Lee-on-Solent, recently got the chance to be James Bond for a day. His unusual assignment came about when he acted as stand in for film star Roger Moore during filming off Chichester Harbour of a flying sequence for the film "The Spy Who Loved Me."

Brian, who is currently serving as an aircrew diver with the Search and Rescue Unit at H.M.S. Daedalus, is pictured explaining the workings of a rescue harness to fellow stand-in player WREN HELEN WATSON.



□ That's quite a penguin!

▲ Rumours of a penguin at large in the area of the submarine base at H.M.S. Dolphin were squashed when this razorbill, clasped firmly by WREN (PHOT) WENDY RICHARDS, was rescued by submariners.

The bird had been sighted on several occasions and was at first thought to be a penguin. How it managed to reach Gosport — far from its normal haunt — remains a mystery. It was later taken to a local R.S.P.C.A. centre for care.

Photo: C.P.O. Eric Thompson.

□ Now it's Celia, M.B.E.

Ships' companies who have visited North East ports will be pleased to learn that Mrs. Cecilia Stobbs (or Celia, as she prefers to be known) of the Naval Regional Office, Newcastle, received the M.B.E. from the Queen Mother at Buckingham Palace recently.

Celia, who has looked after berthing arrangements from Hartlepool to Berwick-on-Tweed since 1965, must be one of the best known N.R.O. staff. There is a story that two sailors were walking along the quayside at Newcastle during a NATO visit. They passed Celia in company with a very high-ranking officer. "Who's that?" says one. "That's Celia Stobbs," replies his oppo. "I don't know who the bloke is!"

Whether it's female guests for the petty officers' party, V.I.P.s for the wardroom cocktail party, supplies, bunkering, or the delivery of mail — Celia "will fix it." She has helped to make North East ports the most popular runs ashore not only for the Royal Navy, but also for foreign navies.

In addition to the liaison work, Celia finds time to do welfare work for the wives and families of North East sailors. She also helps sailors who have run into difficulties ashore — such as the AB whose pay has gone astray during transfer to another ship. A quick telephone call to his former ship's pay office soon solved that one.



□ Three degrees

▲ No doubt there was a degree of pleasure expressed when these three naval Medical Services officers learned of their academic successes. All three have recently been awarded degrees. From left to right they are Lieut.-Cdr. M. G. HARPER, support manager of R.N. hospital, Gibraltar, who was awarded a M.A. in Public and Social Administration at Brunel University; Cdr. A. A. JACKSON, support manager R.N.H. Haslar, who received an MPhil. in Public and Social Administration, also at Brunel; and Lieut. J. A. FOWLER, Principal of the R.N. School of Physiotherapy, who was awarded a B.A. in Comparative Physiology from the Open University.



The Murphy play

Putting all your Murphys in one aircraft, so to speak, would appear to be an excellent way of keeping all your other baskets in service. Which is why (left to right) Sub-Lieut. Deniz Murphy (co-pilot), POACMN Denis Murphy (sonar operator), Lieut. Bob Barton (crew captain and pilot), and Lieut. Brian Murphy (observer) found themselves in the same Sea King helicopter operating from H.M.S. Hermes.

It was 814 Naval Air Squadron's novel way of ensuring serviceability while H.M.S. Hermes was on anti-submarine work-up in the South Western Approaches.

With only one aircraft subject to the notorious Murphy's Law, the work-up was completed satisfactorily in spite of gale force winds. During five days, 51 sorties were flown with a combination of Jezebel and sonar-fitted aircraft keeping the submarines at bay. Day flights totalled 115 hours and night flights 31 hours.

The Murphy play must have had its effect because seven of 814 Squadron's nine Sea Kings flew in formation past H.M.S. Hermes at the end of the week.

Hermes is back in action

H.M.S. Hermes is back in business after her seven-month refit. Her first foreign visit, to Gibraltar in March, followed sea and Harrier trials and a work-up period at Portland.

While at Gibraltar the ship's company carried out the customary Top of the Rock race, and did it very successfully. Winner was LAM Robert Hetherington of 814 Naval Air Squadron, and the ship's aggregate time for the first six home was the best recorded this year.

SCHOOL VISIT

Fifty children and six staff from Hermes House at St Christopher's School, Gibraltar, were given an intensive tour of the ship, visiting the bridge operations room, flight deck, hangars and main engine control room. After two hours of walking and looking, the children mustered on the flight deck, where Lieut.-Cdr. J. Maynard handed over an H.M.S. Hermes crest to be displayed in Hermes House.

ENTERTAINED

To round off their visit, the children were entertained to tea in the Junior Rates dining hall.

Next stop for the Hermes was Toulon, where the ship was visited by 40 soldiers from the French Army. For the men of the Hermes there was a well received tour of F.N.S. Foch, a French aircraft carrier.

Handicapped children at the

Renee Sabron Hospital in Toulon had particular cause to remember the visit of the Hermes. The ship's volunteer band, together with Quadrangle, a pop group from the POs' Mess, went to the hospital to play a two-hour programme of music for the children.

H.M.S. Hermes, in company with H.M.S. Glamorgan, later sailed for Malta for a two-week visit.



H.M.S. Hermes enters Gibraltar, her first visit to a foreign port since completing the seven-month refit to prepare her for her new anti-submarine role.



The ship's company of H.M.S. Hermes races away to make its assault on the Top of the Rock race at Gibraltar. The ship's aggregate time for the first six home was just over 138 minutes, the best recorded so far this year. Individual winner was LAM Robert Hetherington in 21min. 58sec., second was LMEM Stephen Taylor and third CEM2 David Wainwright. Winning department from the Hermes was the Royal Marine detachment, led by officer-in-charge Lieut. Ian Grant.

The commanding officer of H.M.S. Glamorgan, Capt. Brian Shattock, surprised some of the members of the ship's company during a visit to Gibraltar by amending an old saying to read: "Don't just do as I say, do as I do." After shouting "Go!" and urging the lads to run up the Rock, he joined in and overtook many competitors young enough to be his grandsons, finishing 57th out of 80.

Sportsmen from all ships taking part in Exercise Springtrain competed in an Olympiad, of which a traditional Top of the Rock race formed a part.

The Glamorgan team also put their backs into the tug-of-war (see picture) and although they lost to H.M.S. Antrim in the final, the Glamorgan carried off the Big Ship Trophy.

During this period a 13-man team from the Glamorgan spent eight days on expedition in Morocco. Using two Nuffield Trust Landrovers they covered 1,350 miles, visiting the cities of Marrakech, Casablanca, and Rabat, and spending a day ski-ing in the High Atlas Mountains.

The Glamorgan later visited the French island of Levante, near Toulon, site of a test range — and nudist colony. Unfortunately for hopeful "ogglers," it was a little too early in the season, but the main reason for the visit, a tactical firing of an Exocet missile, was successful. Vice-Admiral de Bigault de Casanova, who trained at Dartmouth while serving with the Free French Forces, spent a day at sea to witness the Exocet firings. Another V.I.P. visitor, Admiral J. Tardy, French Commander-in-Chief Mediterranean, was entertained on board during a week's visit to Toulon.

Exercises in the French areas were carried out in company with H.M.S. Hermes before a visit to Malta. Surgeon Lieut.

The Glamorgan was due to visit Villefranche at the end of April, in connection with a film festival at Monte Carlo, before returning to Portsmouth on May 25.

Glamorgan takes the strain



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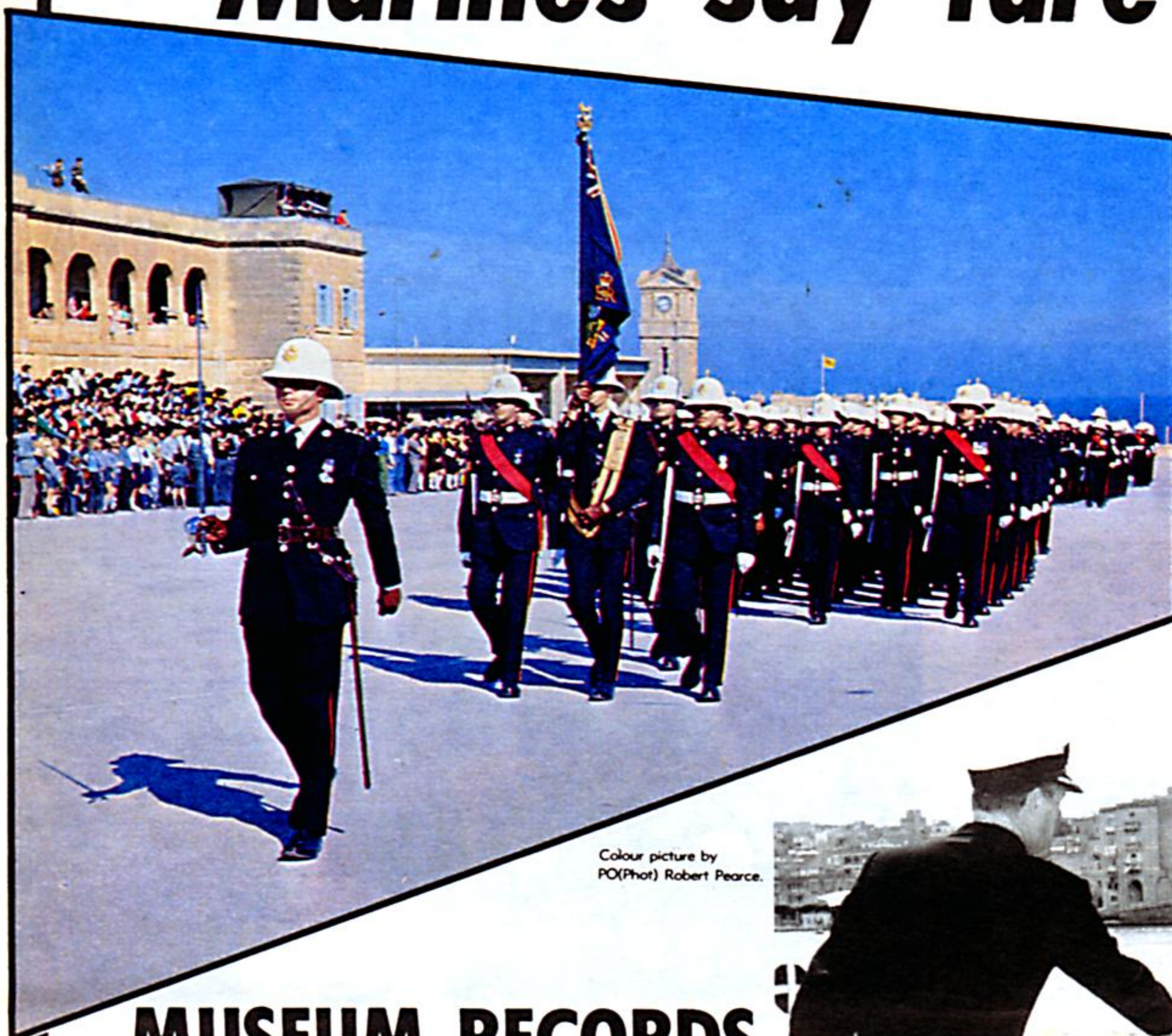
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Marines say farewell to Malta



Colour picture by
PO(Phot) Robert Pearce.

The Regimental Colour of 41 Commando Group, Royal Marines, was trooped at St Andrew's Barracks, Malta, on March 16, in the last major ceremonial to be carried out before British troops leave the island. The Command is being dispersed under Britain's run-down plans, and the only Marines remaining in Malta are members of 41 (Salerno) Commando Company Group, who will carry out airfield guard duties, until March 1979.

Admiral of the Fleet Earl Mountbatten, who is Life Colonel Commandant of the Royal Marines, took the salute and also on the dais was the Commandant General, Lieut.-General J. C. C. Richards.

The moving ceremony was witnessed by a large audience of Service personnel and civilians. A number of Maltese dignitaries, including cabinet ministers, were received by Rear-Admiral O. N. A. Cecil, Flag Officer Malta, before the arrival of Lieut.-General Richards, who in turn greeted Admiral Mountbatten as the final round of a 19-gun salute was fired by 8 (Alma) Commando Light Battery, Royal Artillery. Since August 1974 the Battery has formed part of 41 Commando Group.

After a band troop, first at the slow and then in quick time, the escort for the Colour was wheeled round and marched up the parade. The Colour was then transferred by Regimental Sergeant Major Maurice Ruff, from Sgt. Brian Johnson — Sergeant with the Colour — to the Colour Officer, Lieut. John Crosby, R.N.

MARCH PAST

When the Colour had been trooped through the other guards the Commando formed a line and marched past their Colonel Commandant. The march off was led, by right of being "right at the line" by the Royal Artillery, while the Band — from Commando Forces Royal Marines — played British Grenadiers; the Corps quick march *Sarie Marais*; the U.S. Marine Corps Hymn; *Heart of Oak*, and *76 Trombones*. As the Band turned off the parade ground three Gazelle helicopters of Salerno Flight flew past in formation to complete the ceremony.

After Admiral Mountbatten had acknowledged prolonged and spontaneous applause from the British and Maltese spectators, his car made a circuit of the parade ground before leaving. The Regimental Colour is to be lodged at Stonehouse Barracks, Plymouth.

Left: Admiral of the Fleet Earl Mountbatten is welcomed to H.M.S. *St Angelo* by the establishment's commanding officer, Capt. W. A. Tofts, who is also Chief Staff Officer to Flag Officer Malta, Rear-Admiral O. N. A. Cecil.

MUSEUM RECORDS R.N. — ISLAND LINK

Admiral of the Fleet Earl Mountbatten has donated to the Malta War Museum a white uniform which he wore while serving there as commanding officer of H.M.S. *Kelly*, which was sunk off Crete on May 23, 1941, with the loss of 121 officers and ratings. The donation was made on the initiative of Mr. Rocky Wilkins and Mr. Joseph Micallef, of the H.M.S. *Kelly* Reunion Association, and Mr. Philip Vella, of the Malta National War Museum Association.

The latter voluntary organization is actively assisting the Museums Department of Malta in the establishment of a war museum at Fort St Elmo in Valletta. "Admiral Mountbatten's donation will find

an honoured place in the naval section of the museum," says Mr. Vella.

"It is known that there are many Navy personnel who still have affection for and happy memories of Malta. If any of these feel inclined to help in the setting up of a museum to record for all time the close ties between Malta and the Royal Navy, they may do so by donating any relics, documents, uniforms, badges, crests, books, photographs or any other relevant material. With regard to photographs, the originals will be returned after reproduction, if so desired.

"Any item sent to the Secretary, National War Museum Association, 209 Ang Mallia Junction, B'Kara, Malta G.C., will be gratefully acknowledged."



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Iveston visits Iveston

Home town visits can be difficult for a ship when the town is 30 miles inland, but the link between H.M.S. *Iveston* and the village after which she is named is as strong as ever.

The tiny Durham village of Iveston has only as many houses as the ship does men, but it produced 70 guests for a Sunday afternoon social while the Ton class minehunter was alongside H.M.S. *Calliope* at Gateshead.

In return, the ship's company was splendidly entertained by the villagers, for whom "their" ship's visit is a highlight of the year.

The ship was active with other liaisons too. She gave passage from Falmouth to five Sea Cadets from Gateshead's T.S. *Flamingo*, and from Jarrow up the Tyne to Gateshead the remainder of the cadets and their parents were welcomed on board. Also taken up the river was a group of Saudi Arabian police officers under training with the Durham Constabulary.

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HELPING HANDS

Sailors at H.M.S. CAMBRIDGE have taken a keen interest in Cann House, the Cheshire Home at Plymouth, since it opened in 1960. So they were only too happy to make a contribution to the festivities when two of the home's "longest serving" residents were married.

Miss Pamela Harvey and Mr. Victor Bennet, both disabled in wheelchairs, have lived at Cann House since 1961, and their wedding is the third at the home in the last six months. The

buffet reception after the wedding ceremony was provided and prepared by the ship's company of H.M.S. Cambridge, to the great delight of the happy couple and all their friends.

H.M.S. Cambridge regularly provides working parties of trainees to assist with maintenance of grounds and other projects at Cann House.

Six young trainees from H.M.S. SULTAN gave up a Saturday morning to clean

out a smoke-damaged flat on the tenth floor of a tower block overlooking Portsmouth Harbour. The tenant, an elderly man, was in hospital recovering from the effects of inhaling smoke on the night of the fire. His wife, too was in hospital.

Crew members of the submarine H.M.S. FIN-WHALE collected £24 from loose change during their boat's last running period, and handed it over to Mr. George Wicks of the Fighting Cocks public house, Gosport, who organizes a collection for muscular dystrophy research.

During a five-day visit to Birkenhead, the ship's company of H.M.S. OPPORTUNE were able to further their liaison with the Royal Liverpool Children's Hospital at Heswall. It was the submarine's first visit to Birkenhead and provided an opportunity for children from the hospital to be shown around the boat.

A cheque for £87.30, raised at a disco night at the H.M.S. COLLINGWOOD Club, has been presented to the Fareham branch of the British Red Cross Society.

Another fund-raising effort at Collingwood may have raised as much as £300. That was the soccer match between ratings and officers at the establishment and a team of entertainers, including Tony "Get Some In" Selby and Jeremy Bullock of "The Newcomers." Incidentally, Collingwood won the match 9-5.

Collingwoods kids



When children from the Dr Barnardo's Home at Ilford visited H.M.S. Collingwood, they were presented with a £277 music centre paid for by the efforts of 12 young electrical mechanics undergoing training at the establishment.

Our picture above shows some of the sailors with their visitors from Ilford. To raise the money, five of the sailors took part in a sponsored swim, and the other seven completed a 100-mile sponsored cycle ride.

Ucker money



LCK Anthony Griffiths and LSA Ian Spencer of H.M.S. Juno hand over a cheque for £140 to the Mayor of Gillingham, Mr. Harry Blease (left) for the Nore Children's Fund.

The money was raised by the two leading hands together with LCK Malcolm Trenter and LSA John Wigen. For 24 hours the four men played sponsored uckers non-stop on board the Juno while helicopter dock landing training was in progress on the Chatham-based frigate off Portland.

Photo: PO(PHOT) John Sinclair.



Poor soles!



Junior sailors and Wrens from H.M.S. Dolphin went to the aid of Hampshire and Isle of Wight Naturalist Trust when 20 dead trees had to be felled on the Trust's Upper Titchfield Haven Reserve.

Nine ratings and two Wrens gave up some of their spare time to assist Trust members fell the trees and dispose of them. Their extra man (and woman) power

enabled the job to be done in time to prevent interference with nesting birds.

From left to right are Tim Hoy, Steven Crook, Darryll Haward, Tony Jones, Judith Davies, Vicky Campbell, Neil Barry, Chris Roberts, Keith Collins, Lee Barry and John White.

Photo: CPO Eric Thompson.



The Ark Angels

They don't do things by halves when the boys from H.M.S. Ark Royal set about a redecoration job. As the photograph above shows, they not only do the painting — they provide a picture (of the ship) to go on the wall!

Proudly holding the picture is Mrs. Avery, of Lyhner House, Plymouth, whose flatlet was redecorated by a 15-man team from the carrier including this smiling group — RO1 (T) Rice, CPOPT Shipp, CEL(A) Knowlton, FCRS Shuttlewood, CAF(AE) Cheesman, FCMEA(H) Rogers, CPOSTWD Ramsay, and FCEA(AIR) Winn.

The "Ark Angels" are doing decorating jobs voluntarily and in their own time in conjunction with Plymouth Age Concern, while the Ark Royal is in refit at Devonport.

Footsore and more than a little stiff, AB Jack Storke of the inshore survey ship H.M.S. Egeria and OEM Bill Bamford of H.M.S. Chichester are pictured back at Chatham. They had just run the 25 miles from Canterbury to Chatham in 3 hours 27 minutes in response to a challenge and so raised about £300 for the local Spastics Society.

Photo: PO(PHOT) John Sinclair.



Leading Regulator Michael Hinds needed more than a little instruction in the art of plain and purling when ratings from H.M.S. Pembroke took part in a "knot-in" at Maidstone to raise money for a lift at Mote House, the Cheshire Home in Maidstone.

Luckily for Michael, POWREN Jenny Gooch was at hand to pick up some of those lost stitches.

Photo: PO(PHOT) John Sinclair.

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An extract from just one of the letters of appreciation received reads: "I can now have peace of mind and sleep at night" (Petty Officer, 1939-45). Thanking everyone in the Services who have contributed, the Association says it is confident of continued "wonderful support" despite extra pressures on all.



Vice-Admiral J. H. F. Eberle presents the Sopwith Pup Trophy to Lieut. Steve West-Oram (right) flight commander of H.M.S. Naiad's helicopter flight.

Photo: LA Peter Howton.

Sopwith Pup

The Sopwith Pup Trophy, presented each year to the ship whose flight has achieved the highest degree of operational readiness, has been awarded to H.M.S. Naiad.

Lieut. Steve West-Oram, the Naiad's helicopter flight commander, received the trophy from Vice-Admiral J. H. F. Eberle.

The presentation in the frigate's hangar was witnessed by other members of the ship's flight.

The trophy, a detailed model of the Sopwith Pup aircraft, was originally given to FOCAS by Hawker Siddeley Aviation to mark the company's long association with the Royal Navy. The Sopwith Pup entered service with the then Royal Naval Air Service

in 1916 and was the first aircraft to land and take off from an aircraft carrier deck.

SAFETY PRIZES

Four out of the five safety prizes open to Naval Air Command during 1976 were won by

R.N. air station Culdrose. Rear-Admiral J. O. Roberts, Flag Officer Naval Air Command, presented the Barbara Flight Safety Trophy to Lieut.-Cdr. Terry Loughren, commanding officer of 706 Squadron.

He also handed over three other flight safety shields to the commanding officers of 705 Squadron (for rotary wing) and 750 Squadron (for fixed wing), and to the air engineering officer of the Naval Aircraft Support Unit (for holding and repair units).

3,000th HOUR

A presentation at Culdrose that took its recipient completely by surprise was that made to Lieut. Phil Shaw of 706 Squadron. As he climbed from his Sea King helicopter after a routine training flight he was presented with a cake and glass of champagne.

The informal ceremony that followed was to mark the milestone of 27-year-old Lieut. Shaw's 3,000th flying hour, an unusually high total for a young lieutenant.

KORPORALS' PLAQUE

By way of a thank-you for hospitality received during their stay at R.N. air station Yeovilton, the Korporals Society of De Kooy have presented a plaque to Lieut.-Cdr. Geoff Cavalier, commanding officer of the joint Anglo-Dutch 700L Squadron which is carrying out intensive flying trials on the Lynx helicopter.

The Korporals Society of De Kooy is normally open only to members of the Korporals Mess, and it is an honour to be presented with one of their hand-made plaques.

Cliff rescue

A Royal Navy helicopter pilot who was badly injured when he fell 100ft down a cliff near Lulworth, Dorset, was rescued by a search and rescue helicopter from H.M.S. Daedalus, Lee-on-Solent. Lieut. John Tooke, who is based at Portland, was winched to safety by "highline transfer," involving swinging the stretcher and diver out under the helicopter with rescue workers controlling the swing from the ground.

The rescue helicopter was flown by Lieut. Bill Fewtrell, with LACMN Jim Taylor as diver and LACMN Ken Kendall as winchman.

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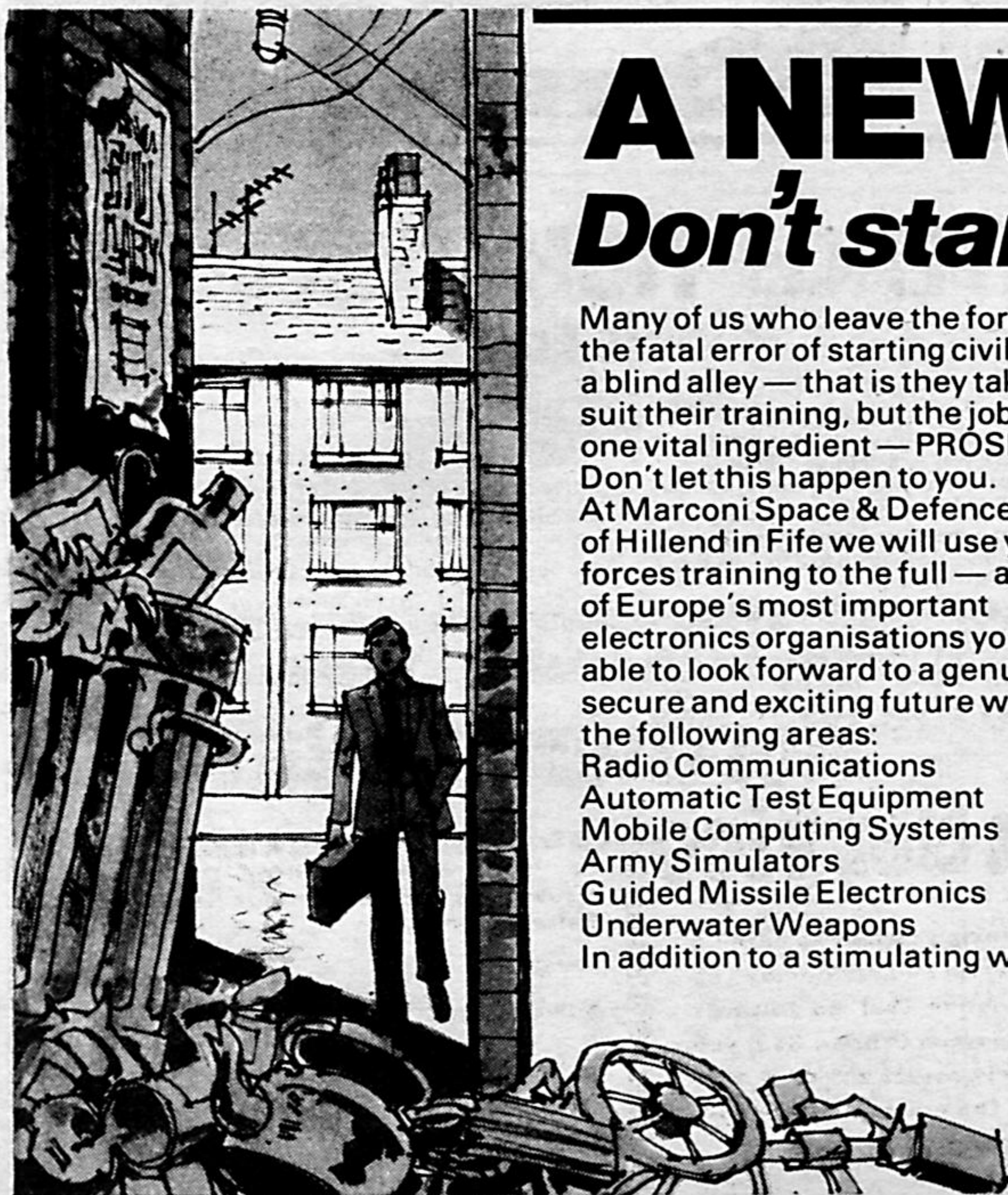
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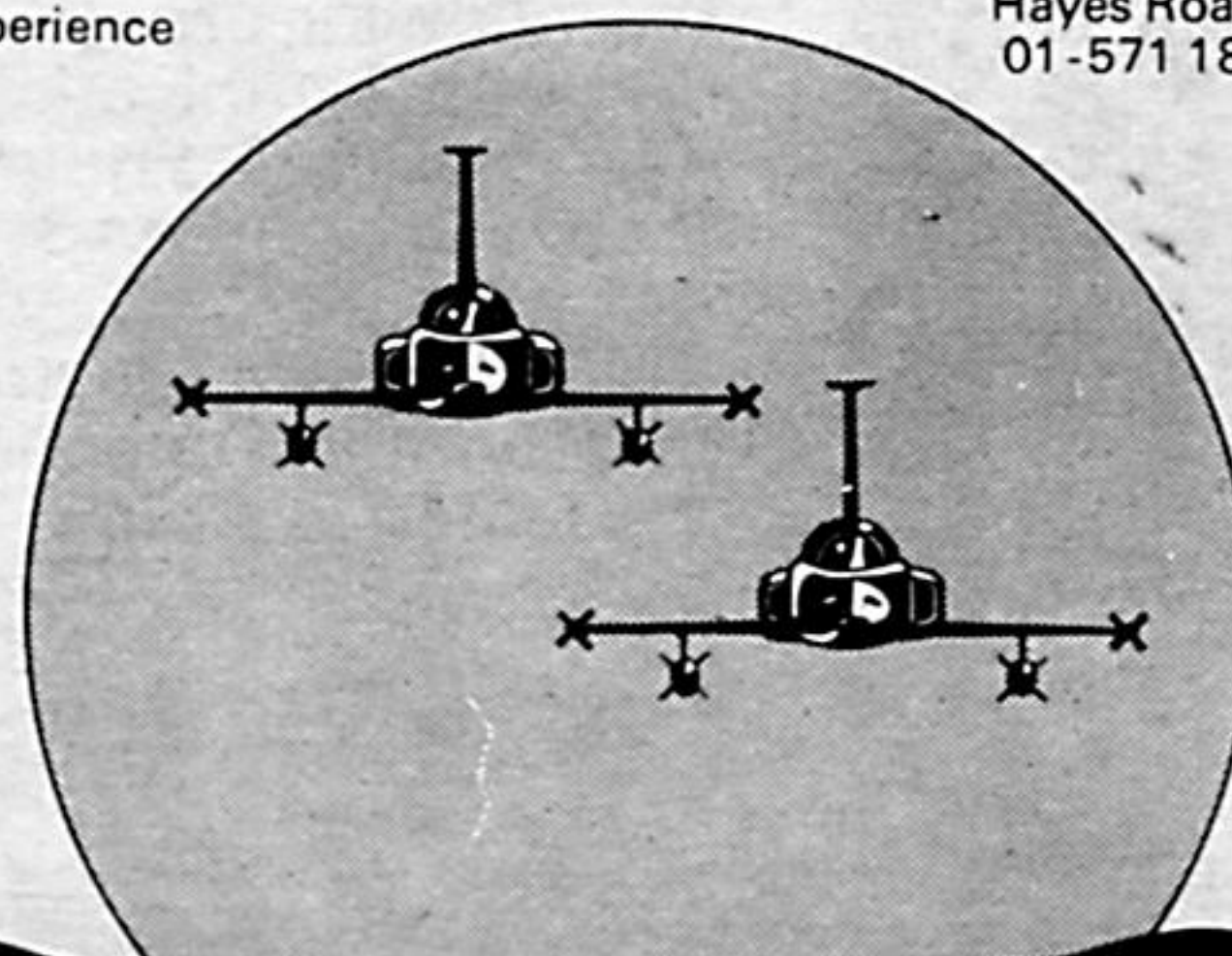
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SPORT

Southwick
Park pro
appointed

Richard Green, a 21-year-old professional from Nottingham, has been appointed to Southwick Park Golf Club. He learned his trade at Trent Park Golf Club, qualified 15 months ago at the P.G.A. school, and was chosen for the Southwick Park job from 26 applicants. As the club professional he will be providing a fully-equipped golf shop open seven days a week, give lessons, run the golf driving range and hire out trolleys and sets of clubs.

Dorset put the
freeze on R.N.

Came Down Golf Club occupies a highly exposed area between Dorchester and Weymouth. Very pleasant in summer, it is rather less enjoyable when swept by a wintery gale from the north, writes John Weekes.

Navy golfers met it in the nastiest of weather when they played their first match of the 1977 season there against Dorset on March 27.

The conditions were obviously as bad for Dorset as they were for the Navy, so the weather does not explain the sad fact that the Navy lost by 10½ matches to 4½.

A number of last year's Navy golfers were not available, but I doubt whether their presence would have appreciably improved the result. Two of the best naval

performances did, however, come from longstanding members of the team.

CHAMPION

Navy champion Lieut. Malcolm Edmunds (H.M.S. Collingwood) was as reliable as usual, winning his afternoon singles on the last green and halving his morning foursome with steady help from Lieut.-Cdr. Brian Grant, now with the Royal Marines near Plymouth.

Grant also halved his singles

match against the Dorset team captain.

A fine effort against strong opposition was made by FCPO Barry Vernon (H.M.S. Vernon), who staged a great recovery and only lost his singles on the 18th hole. Lieut. Jim Grieve (H.M.S. Dryad) also did well to achieve a creditable half in his singles.

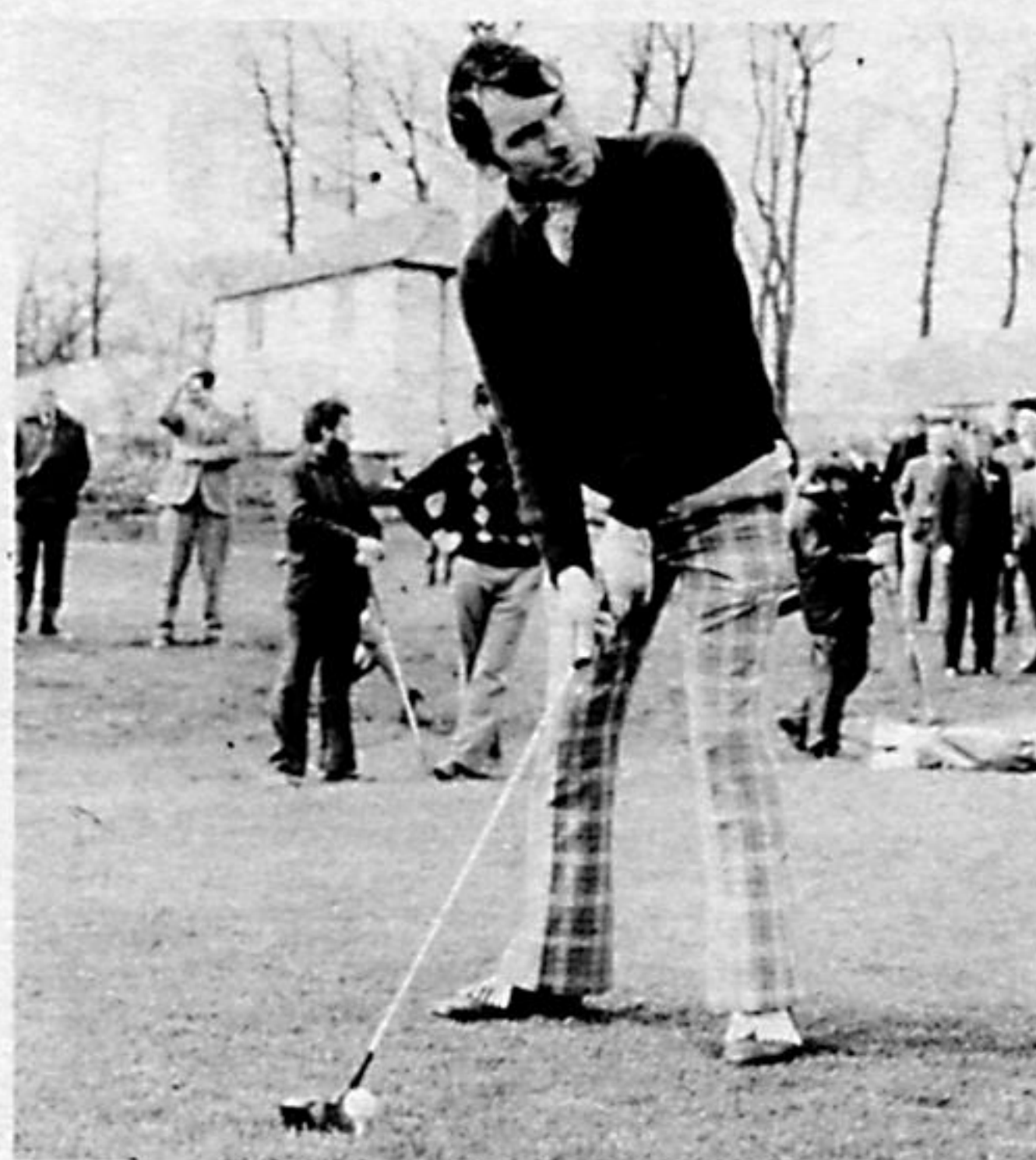
FOURSOMES

In the foursomes, Lieut.-Cdr. Alec Wallace (Caledonia) descended from Scotland to join Yorkshire-based Sub-Lieut. Simon Hope (R.A.F. Leeming) in the only win recorded by the Navy during the morning.

The Navy's difficulties over foursomes golf, which I wrote about in Navy News last autumn, are still apparent. No immediate solution is obvious but it would certainly help if partnerships formed during county matches could play together more often.

Ultimate aim of this would be to improve the Navy's results at the Inter-Service competition in September.

H.M.S. Endurance is back from the Antarctic and with her CPO Bill Thompson. Let us hope he will soon be in good form and once again playing in the Navy team.



FCPO Barry Vernon . . . the first drive.

Navy's new golf
course opened

A crisply struck drive off the first tee at Southwick Park last month heralded the official opening of the Royal Navy's new 18-hole golf course.

Constructed in a beautiful country setting and along both sides of a large lake, the course should soon become a major attraction at the quickly developing naval reception centre near H.M.S. Dryad.

To FCPO Barry Vernon (H.M.S. Vernon) went the honour of the first drive. In his capacity as honorary secretary of Southwick Park Golf Club, FCPO Vernon has been hard at work to arrange a fixture list for the club's inaugural season.

Joining him on a first round of the 5,714 yard par 68 course were

Inst. Lieut.-Cdr. Ken Medland (Collingwood), CPO Peter Osborn (Nelson), and Lieut. Don Agar, R.A.N., who is serving at H.M.S. Collingwood.

Before the informal teeing-off ceremony, Admiral Sir David Williams, C-in-C Naval Home Command, and other guests were entertained to lunch in the clubhouse. The guests included representatives of the Sailors' Fund and other organizations involved in the project.

MEMBERSHIP

Although primarily a course for naval personnel, membership has been extended to cover ex-naval members and civilians who have connections with the Navy.

Opening of the golf course virtually completes the many facilities available at Southwick Park. With its sweeping fairways and woodland setting it firmly establishes the centre as a unique country club for sailors.

Judo squad
in hard
training

A very successful training week for the Combined Services judo squad was held at Stonehouse Barracks, Plymouth, recently. Aim of the training was to select a team of seven to represent the Combined Services in each of the new International Judo Federation weight categories at the Great Britain national team championships in Kirkby, Liverpool.

Eleven Navy and Royal Marine judo players were among the 28 chosen for the training week, which was run by Navy and Combined Services coach Col. Sgt. Peter Brown (40 C.D.O., R.M.).

At Liverpool, the Combined Services team failed by one point to get through to the quarter finals of the national championships. It was nevertheless a good performance by a team weakened at the last minute by the absence of two first-choice players.

● The R.N. Judo Championships were due to take place at H.M.S. Sultan on May 4 and 5, followed on May 7 at the same venue by the Inter-Service championships.

Rooke's
reserves
promoted

Rooke Athletic, the R.N. reserve soccer team on Gibraltar, won the island Football Association's Division III championship at the first attempt and have been promoted to Division I.

The Navy's first team finished the season fifth out of eight in the Gibraltar Premier Division.

TAG RUGBY

Another success for the Navy was in the island's inter-Service tag rugby championship. Tag rugby is a non-tackling version of the game played on Gibraltar; to represent a tackle, a tag is taken from the opponent's shorts.

The Navy's hockey team finished fifth out of eight in Division II of the Gibraltar Hockey Association's league, and the W.R.N.S. were third out of ten in the island netball league.

Scotland beat
Navy to win
water polo

The Navy water polo team finished second to Scotland in the Willie Mellors Memorial water polo tournament at H.M.S. Caledonia over Easter.

Before the tournament, which included teams from the Army and Ulster, Navy water polo coach Charlie Laws and his squad warmed up against a series of Scottish clubs. In March, the squad had taken on the Great Britain team at Crystal Palace.

David Wilson, the Navy captain, kept up his record of being the Navy's top scorer during the memorial tournament, and was well supported at the front by Air Command player Allan Bowles and Royal Marine Keith Sturgess.

RIGHT

The Scottish team manager reckoned his side could win the tournament if they beat the Navy, and was proved right by events.

Scotland moved off the ball very fast, to be countered by the Navy's precision passing. At the end of the second period the Navy was 2-1 up, but Scotland gradually got ahead and won 4-2, despite a tremendous rally by the Navy in the last period.

Results were — Ulster 6, Army 3; R.N. 2, Scotland 4; Army 5, Scotland 7; R.N. 4, Ulster 3; Ulster 6, Scotland 11; R.N. 9, Army 4.

THE SQUAD

The Navy squad was Marshall, Vosper, McCann, Sturgess, Morton, Wilson, Bowles, Bladon, Stevens, O'Brien and Mair.

Navy swimming coach Sandy Hindshaw praised the standard of the water polo squad and Caledonia's management of the prestigious Willie Mellors Memorial tournament.

● Fort Lauderdale, hosts for the U.S. Master swimming tournament have invited Navy team captain David Wilson to compete in this year's championship. Unfortunately Wilson, who goes to Britannia Royal Naval College in May to join an officers' course, is unable to attend.

FLEET SPORT

Soccer

H.M.S. Dundas 4, H.M.S. Sceptre 3

H.M.S. Dundas, conquerors of H.M.S. superb by nine goals to nil in the re-played semi-final of the Mini-ships soccer competition, had no such easy passage in the final against H.M.S. Sceptre at a muddy Victory Stadium.

In a keenly contested first half both teams showed determination in conditions which determined the tactics of the long through ball. After a well taken corner, Mem smith put Sceptre in the lead and shortly afterwards their front runner capitalized on a Dundas defensive error to take them into a 2-0 half-time lead.

Playing more to protect their early lead than to put the result beyond doubt, the submariners gave away a hotly disputed goal and suddenly the game came alight. With ten minutes left, Dundas got an equalizer to force extra time.

Two quick goals by Dundas gave their spectators much to sing about, but Sceptre replied with a headed goal to keep the game alive until the final whistle.

The Malta Bowl was presented by Lieut.-Cdr. M. E. W. Bush, commanding officer, of H.M.S. Dundas to his team captain, and was then spirited away to be proudly presented as a centre piece at a mess dinner ten minutes later.

H.M.S. Fearless 3, H.M.S. Ark Royal 1

Fresh from the sun of the Caribbean deployment, H.M.S. Fearless played H.M.S. Blake in the semi-final of the Maxi-Ships soccer competition to decide the team to play H.M.S. Ark Royal in the final on the next day. H.M.S. Fearless the tie 4-3 after extra time.

The final was to be a repeat performance, for although trailing at the interval, Fearless pulled back through a penalty early in the second half and the match had to be decided in extra time. During

the first period Fearless got in front for the first time, and a fourth goal in the second period put the match beyond Ark Royal's reach.

Rugby

H.M.S. London 21, H.M.S. Fearless 3

H.M.S. London won the 1976-77 Maxi-Ships rugby trophy convincingly by beating H.M.S. Fearless in an exciting final at Rangers Hill, Greenwich. London won by 21 points to three, with tries from Wedick, Parry, Potts and Jenkins and a penalty and conversion by Llewelyn. Ward replied for the Fearless with a penalty.

The first half was a tense affair, with H.M.S. London turning three points ahead. In the second period the London backs, particularly fly-half Taylor, created havoc in the Fearless defence, and ran in three tries in the final quarter. The Fearless never accepted defeat, but were unable to match the skill and organization of the London XV.

H.M.S. Mohawk 14, H.M.S. Repulse 3

The final of the Fleet Mid-Ships rugby competition between H.M.S. Mohawk and H.M.S. Repulse was played at the Rectory, Devonport, under lights.

Aiming to retain the Curzon Howe Cup which they won last year, Mohawk showed the attacking flair which had brought them over 180 points in their previous four games in the competition.

Repulse were no pushover, but Mohawk were not to be denied. Tries by half-backs "Tiger" Hart and Nigel Penny, one of which was converted, and a penalty goal for Repulse saw the teams still within sight of one another at half time.

Determined defence by Mohawk in the second half thwarted several runs by Repulse in a phase where the game could have swung in their favour, particularly with full-back John Myers lending his weight to the attack. A further try by Hart put the game beyond Repulse's reach.

Cyclists second

The first two events in the Inter-Service cycling calendar were a medium gear 25-mile time trial and a 26½-mile hilly time trial. Both were held near Hereford.

The Navy team of CPO Army Pearson (Daedalus), LA Pete Smith (Excellent) and CK Kevin Hickman (Renown) were second to the R.A.F. in both events, Pearson being the third home in

the medium gear event and Smith third in the hilly trial.

Other Navy riders who gave creditable performances were LA Peter Foster (Daedalus), CPO Ken Milner (Dolphin), CPO Chris Drury (R.A.F. Honington), Mid. Stephen Greenwood (R.N.E.C. Manadon), NAM Shaw (Yeovilton) and PO Brian Hill (Collingwood).

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SPORT

Back-to-form Navy sweep aside R.A.F.

After a lapse from grace against the Army which cost them their chance of an Inter-Service hat-trick, the Royal Navy's footballers showed what they are capable of when beating the R.A.F. 2-1 in the final match of the 1977 tournament, writes Jack Sheppard.

Injuries ruled out Bev Dixon (Yeovilton), Alan Carlisle (Temeraire), Jim Stephenson (Temeraire) and Wally Turnbull (R.A.F. Wroughton) for the game at Cosford which the Navy started badly by going in one goal down at half-time.

In the next 45 minutes, however, the ball was seldom out of R.A.F. territory. Ron Vercesi (Sheffield), who makes a habit of scoring in the Inter-Services, tucked away two goals to decide the match in favour of the Navy.

Tommy Johnson (Caledonia) captained the side in the absence of the injured Dixon and was particularly anxious to score to celebrate his 25th birthday. It was not to be, although only the woodwork denied him two of the most spectacular goals of the entire tournament.

SIX CHOSEN

The virtues of Navy soccer were reflected in the Combined Services team chosen to play against the Football Association. No fewer than six R.N. players were selected, and three others were named as reserves.

Those chosen were Mick Patterson (Temeraire), Dave Horton (Sultan), Dutch Holland (Blake), Tommy Johnson (Caledonia), Ron Vercesi (Sheffield), and Frank Ovard (R.M. Deal). Neil Pattison (Rhyl), John O'Connell (R.M. Eastney), and Ian Reece (Sultan) were selected as reserves.

Ovard scored in the Combined Services 2-2 draw against the powerful F.A. side at Aldershot Stadium.

INTER-COMMAND

Plymouth Command lost their chance of a hat-trick of Inter-Command Cups when they were beaten 3-2 in the final by the Royal Marines. Very heavy rain nearly brought about the abandonment of the tournament, and all the games were played under the most trying conditions.

Plymouth beat Medway 4-1 in one semi-final while the Royals were beating Naval Air Command 2-0 in the other. The final itself could have gone either way before the Marines clinched the trophy, presented to them later by Vice-Admiral C. M. Forbes.

GUERNSEY

The Navy took a much depleted side to Guernsey over Easter to compete for the Victory Cup, a trophy contested annually between Guernsey and an invited opposition to commemorate victory by the Allies in the 1914-18 war.

After a goalless first half, David Lancaster (Bristol) was injured early in the second period and had to be replaced by Navy coach Derek Godwin. At 40, Derek had to call up his considerable experience and skill to carry him through, and this he did with great credit.

Guernsey went ahead with two quick goals and held out to win despite urgent Navy pressure that produced one goal by Ron Vercesi.

Junior basketballers keep Services title

The Navy juniors retained their Inter-Service basketball title during a well-organized championship at H.M.S. Sultan at the beginning of last month. The Navy senior team played well, but not well enough to win their section.

Team spirit and good organization kept the Navy seniors in contention until well into the second half of their opening game against an R.A.F. team always superior in skill.

Coach Mick Byrne (A.S.W.E.) opened with skipper Sam Baker (Mohawk), Micky Kemp (Seahawk), Peter Darlington (Seahawk), Peter Cornwall (Caledonia), and John Anderson (Heron), back from a serious injury. An early lead was established but the bench strength of the R.A.F. eventually proved more than equal.

Although Don Currie (Nelson), Steve Colley (Nelson) and Neil McPhee (Heron) played their parts well, backed by Martin Newton (Heron) and Neil Bird (Dolphin), the R.A.F. ran out winners by 99-75.

In their first match, the Army juniors easily beat the much-fancied R.A.F. junior team 79-59.



Navy senior basketball players try to block a Brighton attack during a warm-up game before the Inter-Service tournament. From left to right, the Navy players (dark vests) are John Anderson (background), Peter Darlington and Micky Kemp (arms raised).

Medics triumph again

R.N. Medical Services beat the Army Medical Services by 25 points to eight in a rugby match played at Netley last month. The Navy medics won the first of these encounters last year, and in future hope to involve the R.A.F.

Tries by PMT Chris Sexton, PMT Danny Kay and Surgeon-Lieut. (D) John Harker and two conversions and three penalties by Lieut. Rick Pollard made up the Navy's points.

The half-time score was 10-8 to the Navy.

Blonde Babu wins naval horse race

Hambledon Hunt hosted the annual naval Equestrian Association race at their point to point at Tweseldown on Easter Saturday.

Bob's Birthday, owned by Major Tim Downs R.M., was last year's winner and favourite for the event. Also fancied were Woodside, owned and ridden by Mr. R. Isgar, ex-Army, and Blonde Babu, owned and ridden by Mr. Tim Underwood, who served in the Royal Navy.

As the field took the first jump for the second time, Bob's Birthday crumpled on landing and disposed of his jockey. Woodside led at this stage but was caught by Blonde Babu as they went down the back straight. At the post, Blonde Babu led Woodside with Ockey third.

After a steward's enquiry into the eligibility of Mr. Underwood to enter his horse, the result was allowed to stand and Mr. Underwood was presented with the Courage Cup and Warrender Cup.

Royals set the pace . . .

The Royal Marines really fell over themselves to win at the Navy's ski-ing championships at Glenshee, as this sequence of photographs taken by LA Iain Ferguson so graphically illustrates. The two Marines took their tumble during a practice session, but when the real racing began their team won four out of six events.



WHEN WHAT AND WHERE

MAY

- 1 — Volleyball: R.N.W. v Bristol University (Melkham).
- 4/5 — Judo: R.N. championships (H.M.S. Sultan).
- 4/14 — Gliding: Inter-Service regional gliding championships (R.A.F. Hatton).
- 6 — Boxing: A.B.A. finals (Wembley); Cricket: R.N. v Oxford University (Oxford, The Parks).
- 7 — Kayak: Scottish National (Strathclyde); Athletics: Inter-Service decathlon championships (Wolverhampton); Athletics: R.N. long distance road race (Chichester); Cycling: R.N. & R.M. C.A. circuit races (H.M.S. Daedalus); Rowing: Inter-Command regatta (Horsea Island); Judo: Inter-Service championships (H.M.S. Sultan).
- 7/8 — Golf: R.N. v Cornwall (Lelant); Kayak: Bedford St Neots LD (Bedford).
- 8 — Kayak: Rother LD (Hastings).
- 13 — Sailing: Guernsey race (Plymouth).
- 14 — Tennis: R.N. v Mannamoor (H.M.S. Drake); Kayak: Shoreham Regatta (Shoreham).
- 15 — Tennis: R.N. v Torquay (H.M.S. Drake); Cycling: Wessex Divisional RR championships (Bournemouth); Cycling: R.N. C.R.C. 30mi TT (Emsworth); Kayak: Reading LD (Reading).
- 16/20 — Fencing: R.N. championships (Victory Stadium).
- 18 — Athletics: R.N. v Cardiff v Exeter College (Cardiff).
- 20 — Fencing: R.N.W. Inter Group championships (H.M.S. Nelson).
- 21 — Swimming: R.N. v North Sea Swimming Club (H.M.S. Temeraire).
- 22 — Kayak: Trossacks Regatta (Loch Lubnaig); Kayak: Poole harbour LD (Poole).
- 24 — Fencing: R.N. v Civil Service (London).
- 28 — Fencing: R.N. v Wales (H.M.S. Temeraire); Cycling: Inter Services & R.N. 25mi TT (Basingbourne).
- 28/29 — Sailing: S.W. Area Bosum championships (Plymouth); Kayak: B.C.U. national regatta (Holme Pierrepont).
- 29 — Cycling: Inter-Service & R.N. 100km RR (Basingbourne).
- 30/31 — Lawn Tennis: R.N.W. Inter-Group championships (U.S.S.C. Portsmouth); Golf: Inter-Command match play championships (Deal).

JUNE 1st week

- 1 — Fencing: Inter-Service championships (Aldershot).
- 1/2 — Golf: Inter-Command match play championships (Deal).
- 3/7 — Mountaineering: N. Wales meet.
- 4 — Kayak: Scottish national regatta (Strathclyde).
- 4/8 — Hockey: Islanders Tournament (Portsmouth).
- 5 — Kayak: Chelmer LD (Chelmsford).
- 6 — Cricket: R.N. v Sussex II (Portsmouth).

Raleigh's runners

H.M.S. Raleigh's cross country season was a story of almost continuous success. The senior team won two competitions, the Command long course championships and the Aggregate League, while the junior team won every race it entered and ran away with both Command long and short course championships. Star performer for the team was POPT Terry Osbourne who excelled at Command, Royal Navy and Combined Services levels, and was ably supported by POPT Keith Cawley.

COMBINED

Neil McPhee (Heron) and Richard Potts (Arethusa) combined well from the start, and although the game looked all over with five minutes to go and the score on 65-49, the R.A.F. scored 12 points without reply. So, 65-61 was the nail-biting result.

This result made the Army juniors favourites for the final next day.

In the final, the Navy played well from the start against the very tall Army team, for whom the 6ft. 7in. Shaw soon hit foul trouble and took no further part in the game.

The individual talent of the Army took them to an early 19-16 lead, but a stern lecture from the Navy coach produced a score of 25-21 to the Navy at half-time.

FOULED

Peter Harland (Daedalus) fouled twice inside two minutes and was off, only for substitute Griff Griffiths (Arethusa) to play the game of his life. With McPhee, Potts, Nigel Cheeseman (Caledonia), and Knappy Knapton (Mermaid) playing well, the score leapt to 49-28 inside seven minutes. It was a match-winning spell and led to a magnificent 63-52 win for the Navy.

The senior final saw the R.A.F. beat the Army 75-59 for their third successive title. This game was notable for brilliant refereeing by international referee Mr. Harry Keats, and Navy manager Steve Vasey (Collingwood), who qualified for grade II along with Steve Fuller (Collingwood) and Micky Patterson (Temeraire).

SENIOR CUP

The R.N. Senior Cup was decided in March, with much fancied holders H.M.S. Seahawk going down 59-51 to H.M.S. Nelson after extra time at H.M.S. Figgard. Collingwood juniors beat Figgard 27-24 for the junior trophy.

SPORT

... and fall over themselves to win



There was an excellent entry of both novice and expert skiers for the R.N. ski-ing champion-

ships at Glenshee in March. The Royal Marines once again set the pace, but were hotly pursued by the Scottish and Naval Air Commands.

Snow was plentiful and the 150 competitors and their families were made very welcome by the people of Braemar.

Two days were spent in practice so that team managers could view the talent at their disposal. The actual business of racing got under way on the third day with the Ships and Establishments competition.

SLALOM

For this event, on the giant slalom course, were entered 28 four-man teams and 29 individuals. In the establishments section, 42 Commando A narrowly beat H.M.S. Neptune, and H.M.S. Arrow produced the form to beat H.M.S. Norfolk for the ships' trophy.

In the first of the inter-command events, seven teams competed on the slalom course. The weather dictated that this be decided on a single run, which was enough to allow the Marines to assert their superiority over Scotland by a narrow margin.

The giant slalom on the final day of the championships brought more success for the Royal Marines, this time with Naval Air Command in very close contention.

Leading positions in each event were:

Ship's race — 1, H.M.S. Arrow; 2, H.M.S. Norfolk.

Establishments' race — 1, 42 CDO; 2, H.M.S. Neptune.

Individuals' race — 1, Ck Mutch (Neptune); 2, RO Findlay (Mermaid).

Inter-command slalom — 1, Royal Marines; 2, Scotland.

Inter-command giant slalom — 1, Royal Marines; 2, Naval Air Command.

Combined slaloms — 1, Royal Marines; 2, Scotland.

Ladies' race — 1, R. Kendall; 2, M. Hocking.

No Wembley for Kelly or Taylor

Intense disappointment at the defeat of LPT Paul Kelly and AB Tom Taylor in the Great Britain A.B.A. semi-finals at Manchester on April 20 tempered what in every other respect was a marvellous season for the Royal Navy's boxers.

Split decisions robbed both men of a chance for A.B.A. glory, although not even that could dull Taylor's meteoric progress this season.

Six months ago this 20-year-old diver from H.M.S. Vernon was a novice. Seventeen fights later he was one step away from the A.B.A. light-heavyweight final at the Empire Pool, Wembley.

Until Manchester, where he was beaten by the inappropriately-named Placid Gonzales, Taylor had been undefeated on a trail which started with the Portsmouth command novice championship and ended with the Navy and Combined Services titles firmly in his possession.

ENGLAND

It was a season that left Navy coach CPO Tony Oxley in no doubt about Taylor's claim for a place in the England squad. "It is doubtful if any boxer in the Navy has had a season like that, and certainly not in the last 17 years," said Oxley.

His other great A.B.A. hope, welterweight Paul Kelly (Nelson), seemed to have the edge on his opponent, Colin Jones of Wales. But Jones, who beat Kelly in the final last year, was awarded the fight after a late flurry in the closing seconds.

EUROPEAN

The result is unlikely to harm Kelly's chances of boxing for England in the European Championships at Halle, East Germany, at the end of this month.

After that he is scheduled to have a prolonged rest from the pressures of the ring when he joins H.M.S. Endurance in the autumn.

Taylor and Kelly earned their places at Manchester by winning their England semi-final bouts at Hull on April 6. The third Navy boxer to reach that stage of the

championship, Royal Marine lightweight Andy Gill, lost at Hull.



(AB TOM TAYLOR)

Adventure skippers named

Lieut.-Cdr. Ian Bailey-Wilmot, who skippered the Navy to victory in last year's Offshore Services Race, will captain Adventure, the Joint Services entry in the Whitbread Round-the-World race, on the leg between Auckland and Rio de Janeiro.

At present on the staff of Flag Officer Second Flotilla embarked with the Group Five Deployment, Lieut.-Cdr. Bailey-Wilmot has in recent years excelled in his boat Midnight Cowboy in the Open 1-Ton series.

Staff Sgt. David Leslie of the Royal Electrical and Mechanical Engineers will be at the helm for the tough second leg between Cape Town and Auckland, and another Army nomination, Lieut.-Col Robin Duchesne, at present commanding 49 Field Regiment in Germany, will be in charge for the final leg from South America to Portsmouth.

The Royal Air Force are expected to announce in the next week or so the name of their man to skipper the first leg of the race, which starts from Portsmouth on August 27.

Project manager Cdr. Peter Jack told Navy News: "Evaluation of the trials should start in the last week of May, and we hope by the first week of June to have produced a short short-list of 48."

Scots stretch Navy XV at Murrayfield

Although billed as an Under-21 side, the Scotland Select XV which entertained the Royal Navy at Murrayfield proved somewhat more elderly and included full internationals in winger Bill Gannell and centre Graham Birkett, writes Mike Vernon.

The Navy were defeated by 21 points to three in an indifferent game notable mainly for ruck-killing and a variety of errors. A strong wind contributed to the lack of quality football, as did the referee's permissive myopia.

Scotland's points came from two goals and three penalties to a Navy penalty.

NORTH-EAST

Calls for the Combined Services rugby trip to France, the Field Gun, Easter leave and sea-going commitments resulted in an unfamiliar Navy squad travelling to the North-East to oppose Tynedale and Hartlepool Rovers.

The Navy were entitled to some satisfaction at their 12-12 draw against Tynedale at Corbridge. Tynedale, in their centenary year, have recorded victories against Liverpool and Sale.

Guy Howard-Williams scored a try for the Navy, and Peter Tomlin converted it and kicked two penalty goals.

Reinforced by Andy Higginson and Jan Farrell, the Navy put out their strongest combination for the

well-attended Bob Oakes Memorial match at Hartlepool. Even so, only the front row of John Ackerman, Peter Norrington-Davies and Alan Drybergh and half-backs Colin Youldon and John Leigh had appeared in the Inter-Services matches.

Ahead 21-3 at half-time, Hartlepool forged further in front with a penalty goal and two spectacular tries in the last quarter. Mick O'Shea had earlier scored a try for the Navy.

WON WELL

It was a disappointing end to the Service's season, although Hartlepool won well and the spectators were treated to a fine game. Off the field, those lucky enough to be on the tour will not forget the boundless hospitality or genuine warmth of affection in which the Navy is held in the North-East.

Tour party — Hugh Dinsdale-Young, Guy Howard-Williams, Peter Tomlin, Glyn Jones, Charlie Valls, John Leigh, Colin Youldon, Dudley Jones, John Ackerman (captain), Peter Norrington-Davies, Peter Plumb, Alan Drybergh, Mike Pearce, Tim Kelly, Ian Woodstock, Paul Dunn, Clive Webb, Jan Farrell, Andy Higginson, and Mick O'Shea.

Sport in brief

Netball

The Women's Inter-Service netball championships, held this year at R.A.F. West Drayton, were won by the Army. The R.A.F. were second and the W.R.N.S. third. The naval girls were beaten 24-26 by the hosts and 29-57 by the Army.

Badminton

The Navy won only three matches during the Inter-Service badminton championships held this year at H.M.S. Sultan. The Royal Air Force won the tournament by winning 21 matches, while the Army won 15 to finish as runners-up.

Angling

The second annual naval fly fishing competition was due to be held on Sutton Bingham Reservoir near Yeovil on May 4. The competition, open to members of the R.N. and R.M. Angling Association, was to include boat and bank sections, and was to be hosted by H.M.S. Heron.

Soccer

H.M.S. Dryad's football team achieved a double this season by reaching the finals of the Portsmouth Area senior and junior cup competitions. In the senior cup final Dryad were beaten 5-3 by H.M.S. Dolphin, but made amends in the junior cup final by beating H.M.S. Nelson 1-0.

Hockey

The Navy suffered at the hands of both Army and R.A.F. in the 1977 Inter-Service hockey championship. Both sides put five goals past the Navy on their way to the decider, which was won 3-1 by the Army.

H.M.S. Nelson won the Portsmouth women's inter-unit hockey title by beating H.M.S. Excellent 4-3 in an exciting final.

Navy marksmen off target

The Inter-Service Smallbore Rifle Match shot under postal conditions between teams of 30 was won by the Army with a record score of 5,911 points out of 6,000. In second place were the R.A.F. (5,852), and third, on 5,827, came the Royal Navy, who won the match last year.

The Navy's total was disappointing, but it kept them comfortably ahead of the Volunteer Forces of the Army (5,795), the R.N. Reserve (5,745) and the Royal Marines (5,712). The R.N.R. score was their highest, and the first time they got past 5,700.

CPO Taff Gough of H.M.S. Raleigh, who is on the staff of Trevel Range, scored 200, the only double "ton" by a sailor, and wins the N.S.R.A. Silver Medal for the highest individual score in the Navy XXX. He is also the R.N. Long Range Smallbore Champion and has tied for the Short Range Championships with Cdr. Peter Probert

(H.M.S. Mercury), both scoring 497 out of 500.

The final of the Inter-Establishment Smallbore Rifle Knock-Out Competition is to be shot between H.M.S. Collingwood, six times previous winners, who have reached this stage for the fifth year running and the ninth time in all, and H.M.S. Daedalus, making their fifth appearance in the final which they have won four times.

In the semi-finals Daedalus beat H.M.S. Nelson, for whom CPO Stuart Sweetman scored a double possible, and Collingwood beat H.M.S. Heron.

H.M.S. DAEDALUS

Daedalus and Heron were opponents in the final of the Inter-Establishment Smallbore Pistol Knock-Out Competition which was won easily by the Lee-on-Solent team for the tenth time. Their score of 739 out of 800 was a record for the competition.

Three of the Daedalus team reached the final of the Royal Navy Smallbore Pistol Championship, won for the fourth year in

succession by CPO Mick Reed of Daedalus with a score of 1,100. Runner-up was Lieut.-Cdr. John Adshead (H.M.S. Dryad), top scorer in the Navy's winning Service Pistol team at Bisley last year.

AIR COMMAND

Six of the eight pistol finalists were from Naval Air Command, so it was not surprising that the airmen won the Inter-Command Smallbore Match by the record margin of 466 points. Their total of 4,302 out of 4,800 was easily the highest in this match under present conditions whereas Portsmouth and Medway reached a new low by scoring only 3,791. Plymouth and Scotland improved from third last year to second with a total of 3,836.

The highest individual score in the match was made by FCCEA E. J. Miller (H.M.S. Excellent), shooting for Portsmouth and Medway. His score of 563 out of 600 won him the N.S.R.A. Diamond Jubilee Challenge Bowl for the fourth time. CPO John Gamblin (H.M.S. Heron) was second.

DAY THE PLAYFUL DOLPHINS GAVE NAVY XI THEIR BALL BACK



Led by the nuclear Fleet submarine H.M.S. Churchill, ships of the Group Five Deployment link up in diamond formation in the exercise areas off Puerto Rico — from the right, H.M. ships Jupiter, Ariadne and Antelope, R.F.A. Tarbatness, H.M.S. Tiger, R.F.A. Tidepool, H.M. ships Danae, Aurora and Euryalus, and R.F.A. Green Rover.

Our story last month about the Group's Atlantic Ball sport trophy, made from a football found in the sea, provoked LSA Valente, of Tidepool Flight, R.F.A. Tidepool, to write:—

"To put the find in its true perspective, the now-called Atlantic Ball was brought on board the Tidepool by the HDS Flight which embarked from its parent station, R.N. air station Yeovilton, on January 23. It was thrown overboard to some dolphins which were pursuing the Group.

"So it may come as a surprise to H.M.S. Jupiter to learn that the origin of the coveted trophy was from within their own Group!"

Pay level 'shortfall'

(Continued from Page One)

A special scale applies to apprentices.

The Review Body recommends that if doctors and dentists in the N.H.S. receive an award, Service medical and dental officers should receive a similar amount.

The new food charge will be 93p a day, an increase of 16p, while married quarters increases for ratings range from £55-£99 a year. For example, C Type quarters (standard) will increase from £438 to £500 a year.

As an example of the single accommodation rise, junior rates will pay £146 a year, instead of £127.

The garage charge is increased from £43.80 to £51.10 a year.

The A.F.P.R.B. says the first round of restraint measures has led to pay levels which fall markedly short of those justified by outside evidence; to the compression of differentials; and to a loss in the relative value of individual items of additional pay and allowances, which also disturbs differentials.

Tax changes

In its conclusion, the A.F.P.R.B. says that current restraint measures prevent any steps to reduce the shortfall in relation to pay levels justified on the basis of outside evidence.

"We see this as the most important single issue which will face us in the coming year and which will have to be resolved before competitive pay levels for the armed forces can be restored

on the basis of pay in jobs of comparable skills and responsibility outside."

On publication of the report, the Admiralty Board said it knew that for many officers and ratings the pay rises were to a considerable extent offset by increases in accommodation, food and other charges. Income Tax changes announced in the last Budget would, however, to some extent ameliorate the problem.

With the other Service Boards, the Admiralty Board had represented at highest levels the need to secure at least some abatement of the increase in charges for accommodation, but they had to accept that under the unavoidable constraints of current pay policy any abatement would have to be taken out of the maximum pay rises the policy allowed. This would obviously be unfair to those who did not live in married quarters or single accommodation.

"Indeed it could be argued that the house-owner is at least as hard hit in present circumstances as occupants of official accommodation. Although increased food and accommodation charges are unwelcome, they are in fact based upon the increased costs which those who pay for their own private accommodation — and food — have already to meet, in addition to heavy mortgages, rates and maintenance charges.

"Thus those in Service accommodation have had a measure of protection not enjoyed by the rest."

What you may get

If you're a single AB living in barracks, the net result of the pay rise, the tax changes, and the increased charges could leave you about 50p a week in pocket. If you're the same rate, married and living in quarters it could be £1.70.

These are just two examples of the effect of the "package," although individual pay and tax can vary considerably.

Some general figures on the same basis for other rates are: Leading Hand 70p, or £2; PO 90p, or £2.20; CPO £1.15, or £2.30; Lieut £1, or £2; Lieut-Cdr 50p, or £1.30; Cdr £2, or £2.50.

The figures reflect the "non-conditional" 1977 Budget tax changes, but not the possible "conditional on Phase 3 changes."

It should be remembered, however, that seagoing sailors do not pay food or accommodation charges, and in the case of the single man the figures quoted would be better in each case.

FITTLETON FUND

Those who wish to contribute to the H.M.S. Fittleton Fund and have not yet done so may like to know that the fund is to be closed on May 31, after which the money will be apportioned by the Trustees among the widows, children and other dependants of the 12 members of the R.N. and R.N.R. lost in the Fittleton.

The fund has now passed the £60,000 mark, the main fund-raising events being the sponsored cycle ride to the Wiltshire village of Fittleton which pro-

duced over £6,000, and the Fittleton Fayre in London at the end of March (£8,000).

Individuals and units who wish to add their donations before the fund closes should send them to: The Commanding Officer, London Division R.N.R., H.M.S. President, King's Reach, London, EC4Y 0HJ.

The equivalent cost of a pint of beer per head would make a significant difference to the total which will be available for distribution by the Trustees.

HOW MEDALS WILL BE ALLOCATED

When junior arrives home from school and asks, "Why haven't you got a Silver Jubilee Medal like Johnnie's dad?" you may find yourself stumped for an answer. Unless you prove to be one of the select band of "three in a hundred" you are going to have to devise some explanation, however, and an outline of the principles on which the Navy has based its allocation might help.

Total distribution of the Queen's Silver Jubilee Medal among the three Services will be 9,000, which means that on a pro-rata personnel basis 1,891 are coming the Navy's way. (Incidentally, the 1953 Coronation Medal also had a three per cent distribution among the three Services, which a quarter of a century ago were somewhat stronger, no fewer than 27,000 medals being awarded.)

This time the Navy has decided to make its distribution in the following way. First there will be a special category of recipients — everyone in the rank of rear-admiral, major-general R.M. and above (including four courtesy awards). This will account for about 80 medals.

The rest of the medals will be distributed on the basis of a third to officers and two thirds to ratings (including R.M., W.R.N.S. and Q.A.R.N.N.S. in each case).

The officers' allocation of about 580 will include the system's second special category comprising commanding officers of all ships and establishments (about 260). This is to ensure that every such unit receives at least one medal. About 1,200 medals will be going to ratings.

Nominations

Again the "numbers game" has been invoked in using five selection authorities — C-in-C Naval Home Command, C-in-C Fleet, Flag Officer Naval Air Command, MOD (together with its outposts) and Commandant-General Royal Marines.

The five have called for nominations from the commanding officers of ships, establishments, squadrons and units on the basis of merit for officers and efficiency and conduct for ratings, with length of service being the deciding factor where other things are equal.

The aim has also been to give as fair a share of medals as possible by rank, branch and specialisation, the overseeing five authorities being able to cast a second eye on the names with the aim of achieving the best overall balance.

Ratings with less than five years reckonable service and officers below the rank of confirmed sub-lieutenant are not

being included, unless closely associated with the Jubilee events. So a 19-year-old junior rate is in with a chance of a medal.

Lists are being finalised in the MOD and the medals will be issued in bulk from H.M.S. Centurion on the authority of the Ceremonial Branch of the Civil Service Department. And if you are hopeful you should look out for the postman on or about June 8.

No doubt plenty of other ways

of allocating the medals could have been suggested, down to the blindfold and hatpin method. While no system can be perfect, much effort has gone into a scheme whose aim is that no one should have been overlooked in the selection process, and that the medals will be distributed as fairly as possible.

Perhaps a little knowledge of the system will be a consolation to some in the "97 per cent. disappointment zone" and an added bonus to the chosen few.



● Footnote: Separate arrangements are being made for the Navy's reserve and auxiliary organisations.

Birmingham to follow Britannia

As the complex planning operation of the Spithead Jubilee Review enters its final stages, one late change is the nomination of the new Type 42 guided missile destroyer H.M.S. Birmingham as the Admiralty Board ship to follow H.M.Y. Britannia through the Review lines.

The Birmingham, which joined the Fleet at the end of last year and has just returned from Arctic trials (see page 19), has been chosen because of the tight programme of sister ship H.M.S. Sheffield, which was originally named for this role.

The Sheffield will, however, remain in the Review and will take her place with the Third Frigate Squadron.

More than 30,000 men in about 180 ships are expected to attend and just one aspect of the meticulous planning needed is that these ships, formed in nine lines, will probably want to land about 15,000 liberty men each day.

Although many ships attending will require some support from shore, the plan is for most of them to arrive as near fully-stored as possible and so ease what would be a tremendous problem.

As the Britannia makes her

15-mile circuit of the Review at eight knots, she will be preceded THV Patricia, with the Elder Brethren of Trinity House embarked and exercising a traditional right to lead the Sovereign through the Review lines.

With the Admiralty Board in the Birmingham will be their immediate guests, while other guests, including ambassadors, diplomats and M.P.s, will be accommodated in the R.F.A. vessels which will follow.

1953 REVIEW BABY FOUND

A young lady who was born on board H.M.S. Eagle during the June 1953 Coronation Review has been located in Australia, where she is a nurse at a Sydney war veterans' home.

Contact was lost with Elizabeth McCracken after she visited the Eagle during the carrier's call at Sydney in 1971. Her parents had emigrated to Australia and at that time Elizabeth was a trainee nurse and her father, Lieut. Cornelius McCracken, was serving with the Australian Navy in New Guinea.

The Navy has made it clear that she would be most welcome if she turned up for the Review, but there is no question of her travelling to Britain at public expense.